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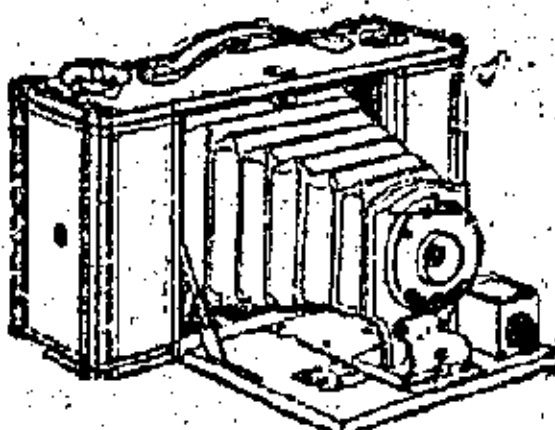


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The Daily Press.

HONGKONG, APRIL 3RD, 1911.

It is interesting to note that an Association has been formed in Japan for the purpose of considering how the opening of the Panama Canal is likely to affect Japan, not so much from the diplomatic as the commercial point of view, and to promote and advocate such measures as may be deemed necessary to meet the changes which are anticipated. The official opening of the Canal has been set for January 1st, 1915, but the works are stated to be fully one year ahead of that date, and it may be presumed that the Canal will be opened at the earliest possible moment. It is characteristic of the people of Japan that they are taking time by the forelock, and mean to set their house in order for the changes which will inevitably be brought about. The Association we have mentioned has been organised in Tokyo by members of the House of Representatives, and it will indicate the interest taken in the subject when we mention that about fifty persons were present at the meeting called to discuss the desirability of forming the Association. From the strategic point of view, it must be recognised, no less by Japan than by the United States, that the opening of the Panama Canal will weaken considerably the Japanese position in the Pacific, and it would be futile for Japan to expect to maintain her predominance in those waters. By the time the Canal is opened, enabling America's Eastern and Western Fleets to combine in very much shorter time than is possible now, America's naval

basis at Hawaii and the Philippines will be immensely improved and strengthened by the admiralty works now in progress. But if, strategically, Japan's position in the Pacific is likely to be weakened by the opening of the Canal, there is good reason to anticipate that the Canal will benefit Japan commercially to an ever-increasing extent. From the brief report we have been of the speeches delivered at the inaugural meeting of the Association we gather that it is anticipated that vessels from the West, which now have their terminal port in Japan, will probably, in many cases, return to Europe via the new Canal and American ports, or they may come out that way and return via the Suez Canal. According to the promoters of the Association to which we have referred, this must mean that those vessels will obtain more coal and provisions at Japanese ports than is now the case. Admiral Baron Hiramatsu, one of the founders of the Association, remarked in the course of a speech that the steamers on the North American services cannot obtain enough cargo on the homeward voyage at present. After the opening of the Canal the west coast of North America will be brought into touch with Europe, and the United States will be in a position to supply European countries with foodstuffs at a cheaper rate for transportation. Eighty per cent. of the agricultural products exported to England from the main agricultural districts of the United States, he pointed out, lay on the Pacific coast, and the products are now being carried to the west coast by train at a high freight. We think the accuracy of this statement, that the agricultural products come mainly from the Western States, is not absolutely incontestable, but it forms the basis of the Admiral's contention. A few years hence, he says, the canal will be the route for the transportation of agricultural products to Europe from the Pacific coast of the United States. But the question for consideration by the Japanese Pacific Association, it seems to us, is: "Would it be worth the while of steamers crossing the Pacific Ocean in ballast from Japan to pick up this trade? Time will show. Meanwhile, we doubt it; but in view of these anticipations the Association will advocate and press upon the Government for this change, by improving the harbour accommodation at Hakata, Hakata, Muroran, Hakodate and other ports. Moreover, at each of these places, it is urged that the establishment of hotels will become necessary. At Yokohama and Kobe, the largest ports of Japan, much has already been done by the Government to improve the accommodation for ships, and these are always likely to remain the chief depots of the import and export trade. We are unable to see how Hakodate and Muroran are likely to derive any considerable benefit from the opening of the Canal. The case for Hakata is that it could be made into "a most perfect coaling port." Moji is the principal coaling port at the present time, but, according to Admiral Hiramatsu, the port is not large enough to accommodate more than twenty-five steamers, and no accommodation is likely to be provided by the local authorities for the transportation of a larger quantity of coal than 6,000,000 tons a year. The Admiral quoted statistics to show that the foreign shipping trade of Japan had been increasing at the rate of 16 per cent. every four years, and, calculating on this basis, he looked for shipping returns in 1926 showing about ten thousand steamers a year, taking about twelve million tons of coal from Japan. He dismissed the idea that China could ever compete with Japan as a supplier of coal, and it is with a view to providing adequate facilities for the speedy coaling of vessels that the Association intends to advocate harbour works at Muroran and Hakodate. We should be inclined to say that it is too soon yet to feel very confident over the prediction that in fifteen years' time the number of foreign ships calling at Japan ports will show an increase of more than 50 per cent. on the present figures. Whether it be so or not, the Japanese Government is unlikely to embark on any costly harbour improvement works until they are seen to be necessary, but it is, no doubt, useful to have such an institution as this "Pacific Association" watching and preparing for the events that may cast their shadows before them.

The English mail of the 4th March was delivered in London on the 31st March.

Inspector D. Gourlay has been appointed sanitary inspector for Shaukiwan vice Inspector A. Collett.

Mr. B. Brotherton Harker has been appointed a visiting justice of the Po Loung Kuk vice Mr. F. Maitland, resigned.

Lieut. J. Johnstone has resigned his commission in the Scouts Company of the Hongkong Volunteers, as he is shortly leaving the Colony.

Captain C. E. Stewart, of the Shanghai Volunteers, has been attached to the Hongkong Volunteer Corps with the approval of H.E. the Governor.

A list of masters, mates and engineers who have passed their examinations and obtained certificates of competency is published in the *Gazette*.

The police stations at Ping Shan, Au Tan, San Tin, Shung Shui, Sha Tan Kok, Tai Po, Shatin, Sai Kung and Tsan Wan have been declared registry offices for births and deaths.

Our Chefoo contemporary says that there is general talk among the influential Chinese gentlemen of Chefoo that word has been received from Peking for arrangements to be made for the commencement of the building of the Chefoo-Weihai Railway.

Mr. Paul King, Commissioner of the Chinese Imperial Maritime Customs, formerly stationed at Canton, arrived at Shanghai last week from England. It is understood that Mr. King will take over the duties of Mr. Chalmers, the statistical secretary.

At the Marine Magistrate's Court on Saturday Commander C. W. Bookwith, R.N., fined the master of the licensed steam launch *Kwong Si* \$20 for blowing his whistle other than for the purpose of navigation. In imposing the fine his Worship remarked that local sound signals other than for navigation purposes must be stopped at once.

Dr. Peter Quincey, Resident Surgeon, the Shanghai Hospital, Chinese Band, son of Inspector W. Quincey, Shanghai-Nanking Railway Police, has been deputed by the Shanghai Taotai to proceed to Mukden to take part in the coming plague conference. A Shanghai contemporary mentions that Dr. Quincey has had a considerable experience in bacteriological and plague research in Hongkong.

His Excellency the Governor has given his assent in the name and on behalf of His Majesty the King, to Ordinance No. 9 of 1911—"An Ordinance to consolidate and amend the law relating to Intoxicating Liquors," and to Ordinance No. 10 of 1911—"An Ordinance for the incorporation and regulation of the University of Hongkong," which were passed by the Legislative Council.

Detective Bell of the Hong Kong Police left by the s.s. *Ararat* on Saturday for Singapore, whence he will proceed to the Federated Malay States to join the constabulary there as an inspector. Prior to his departure Mr. Bell was accompanied by his wife and children. Chief Detective-Inspector Hanson in making the presentation spoke of Mr. Bell's devotion to duty and of the regret his departure occasioned. These present, however, joined in all good wishes for his future welfare and success.

THE CORONATION COMMITTEE.

The following list of the members of the Committee appointed by H.E. the Governor to make arrangements for the local celebration of the Coronation has been forwarded to us for publication:

His Honour Sir F. T. Pigott, Kt. (Chairman), Messrs. F. H. Armstrong, An Tak, G. Ballech, Commander C. W. Bookwith, R.N., Hon. Mr. A. W. Brewin, Sir C. P. Chater, Kt., C.M.G., Chan Kai Ming, Chan Kan Z, Chan Siu Ki, W. Dickson, C. Montague Ede, Fung Wa Chun, Hon. Dr. Ho Kai, C.M.G., Ho Fook, Ho Kom Tong, T. F. Hough, E. Irving, Rev. F. T. Johnston, Hon. Mr. H. Keswick, Lau Cha Pak, S. A. Levy, W. Logan, Capt. F. W. Lyons, G. H. Madhurst, Sir H. N. Medy, Ng Hon Chi, E. Orniston, Hon. Mr. E. Osborne, Hon. Mr. H. E. Pollock, K.C., H. W. Robertson, N. J. Stabb, M. Stewart, S. W. Tso, Hon. Mr. Wei Yuk, H. P. White, Wong Kam Pak and Yung Yik Ting.

We are requested to state that the next meeting of the Coronation Committee will be held on Wednesday, the 12th April, instead of on Wednesday, the 5th April, as previously arranged.

SATURDAY'S CONCERT.

The City Hall Theatre was well filled on Saturday evening for Mlle. Gauthier's Concert the audience including H.E. the Governor and Lady Lugard. A very choice programme was presented. Mlle. Gauthier possesses a very sweet and clear mezzo-soprano voice. While her singing of the English songs was very greatly appreciated, Mlle. Gauthier's voice is heard to special advantage in Italian Opera. Her rendering of "Bol Raggio" (Semiramide)—Rossini, and "Modi, Modi" (Lorenza Borgia) Donizetti, was magnificent. These too Arias were accompanied by the Orchestra of H.M.S. *Minotaur*, while Mr. George Grimbles accompanied her English songs, which were "The Dove" by London Ronald, "Love has eyes" and "Should he upbraid," by Sir H. R. Bishop. Mlle. Gauthier also sang a French song, "Bolero" by Dessauer.

Mr. Donnan Fuller, as usual, played the piano faultlessly. His two contributions to the programme,—"Polonaise in A Flat" (Chopin) and Piano Concerto in G Minor (Mendelssohn)—are extremely difficult pieces, and Mr. Fuller's fine rendering of them was greatly appreciated. As an encore Mr. Fuller favoured the audience with "To the Spring" (Greig), always a well-known pianoforte solo from the concert platform. The Band of H.M.S. *Minotaur* played Schubert's "Unfinished Symphony," Elgar's "Salut d'Amour" and Nivins' "Narcissus."

TELEGRAMS.

[Protected by the Telegraph Message
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[FROM THE "CHUNG NGOI SAN FO"]

RUSSIA AND CHINA.

PEKING, April 2nd.
The Foreign Ministers in Peking have asked the Chinese Government to publish the Notes which have been circulated between Russia and China.

[REUTERS SERVICE TO THE "HONGKONG
DAILY PRESS"]

AUSTRO-HUNGARIAN
DIPLOMATIC CHANGES.

LONDON, April 2nd.
The following changes in the Austro-Hungarian diplomatic service are announced:—

Count Thurn has been appointed Ambassador at St. Petersburg, and Herr Von Rosthorn, Minister at Teheran, has been transferred to Peking, and is succeeded in the Persian capital by Councillor Otto.

SPANISH CABINET CRISIS.

LONDON, April 2nd.
The Madrid Cabinet has resigned owing to its having been placed in a dilemma by the debate on the Republican motion in favour of the court-martial condemnation of the Socialist Ferrer who was executed on a charge of having instigated the Barcelona riots in 1909.

FRENCH PRESIDENT TO
VISIT HOLLAND.

LONDON, April 2nd.
A Paris message states that President Fallieres will visit Holland in July on the invitation of Queen Wilhelmina, and land at Amsterdam.

UNIVERSITY BOAT RACE.

LONDON, April 1st.
The Oxford and Cambridge boat race took place to-day and resulted in a win for the former by two and a half lengths.

FIGHTING IN MOROCCO.

LONDON, April 1st.
At Fez a small force of the Sultan's troops were defeated by rebels and 20 were killed and 50 wounded. It is feared that this reverse will lead the rebels to blockade Fez and cut it off from the main imperial army which is operating in the Cherarda region.

BRITISH FINANCES.

LONDON, April 1st.
The revenue of the quarter just ended shows an increase of £28,509,046. The total for the whole year was £203,650,588, an increase of £72,154,132, whereof the income tax contributed 48½ millions; customs, 2½ millions; excise, 10 millions; estate duties, 3½ millions; while land values produced half a million.

The increase is mainly due to the dislocation of the revenue in the fiscal year 1909-10.

AUSTRALIAN NAVAL
DEFENCE.

LONDON, April 1st.
The Australian Government will at once take steps to carry out the recommendation of Admiral Henderson for the construction of a fleet to be completed in twenty-two years costing £23,000,000.

Mr. J. C. Mars, the American aviator who came out to the East for the Manila carnival, has been making successful flights in Japan.

A notification in the *Gazette* states that a dog brought from Bangkok will be permitted to land in Hongkong for a period of six months.

SUPPRESSION OF GAMBLING.

GORGEOUS PROCESSION AT
CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 31st.
Yesterday was great in the annals of this city, for precisely at 12 midnight all the licensed gambling shops were closed and the Cantonese could congratulate themselves on having won a grand moral victory. A year ago the scheme of closing the gambling shops was looked upon as the Quixotic idea of a few enthusiasts, while today, thanks to the energy and ability of the new Viceroy, it stands as a *fait accompli*. On the night of the last day of the 2nd moon the fanfan shops were crowded with men eager to have their last "flutter" at the tables. The fols in the various houses were a despairing kind of look, for the stroke of midnight would sound the knell of their employment. The next morning all the gaming houses were found closed and each had a notice on the door that gambling would no longer take place in the house. These houses presented a most striking contrast to their usual appearance. Instead of being the centre of agitation they stood deserted, and save for a few curious spectators who had come out to read the notices, they appeared to belong to a city of the dead rather than to one of the living. The police were not without fear that the night would not pass off without serious disturbances on the part of the ousted fols and of those who from the first have opposed the suppression. A much larger force of constabulary than usual was on duty, and mounted police well armed patrolled the streets. A rumour was also going the rounds that three thousand desperadoes from outlying districts were going to make an organised attack on the city, but luckily this proved but a canard. Nothing whatever happened to disturb the public peace, and the doors of the shops were shut without the least disturbance. About 9 p.m. a great fire broke out behind Sha Koi, and five brothels were razed to the ground. For a little while the people thought that this was an act of incendiarism on the part of those who were against the suppression, but it was proved that the fire was the result of an accident.

The first day of the new moon was marked by a procession the gorgeousness and magnitude of which surpassed any similar function ever seen in Canton. The persons forming this procession assembled early in the morning, and were advertised to pass along the principal streets of the city, then to proceed along Sha Koi and the Bund, to pass round to the East Gate and half in front of the Viceroy's Yamen, where mementoes of the great occasion were to be distributed among the participants. Enterprising souls had erected bamboo "grandstands" as well as those ornate windows and verandas commanding a view of the proceedings, must have made quite a lot of money. The crowds who came out to witness the procession were enormous, and in their way, quite as interesting as the procession itself. Half-naked coolies, many of them carrying their bamboo poles, were jostling against silk-gowned and gorgeously apparelled men. A special feature was the number of Chinese dressed in European clothes—such people the more conservative call "social worms"—and many of whom were evidently dressed out to kill. The women made a fine show also with their pretty silks and neatly-dressed hair, and it was a sign of the progress of the city that many of these were accompanied by their male relations. Thousands of people had come in on the junks and trains from outlying villages, and at least half a million persons must have been standing along the route.

The actual procession is hard to describe—there was so much of it. All the great guilds had sent contingents to take part in it, and many firms, both native and foreign, took advantage of the occasion to advertise their wares. More than a thousand persons took part in the procession, and most of these were gorgeously dressed. The prettiest feature of the whole was the presence of about two hundred young girls, dressed in the ancient Chinese court style mounted on horseback. Many specially constructed sedan chairs, covered with flowers and each containing a beautiful girl also made a pleasing sight. There were great companies of men carrying ancient weapons of the most fearsome and blood-curdling shape. No Chinese procession is complete without a dragon, and in this special one there were no less than three, the largest of which was at least seventy yards long and was moved long by the marvellous movements of about fifty men. The dragons caused great amusement, and indeed the ridiculous antics they performed as they crept this way and that were enough to rouse the most melancholy to mirth. There were also a large number of make-believe lions, the largest of which was carried along by a number of girls. The most striking feature of all was a number of tableaux illustrating the evils of gambling. One of the best showed a man who had lost his all in the fanfan dens. He was dragging along his wife and children to sell them. The wife was expostulating with the husband for having ruined the home, while the man with true Oriental fatalism was telling her to keep quiet, as it was "her luck." The children were crying and howling as only Chinese children can, and altogether the effect was very impressive. Another tableau depicted the downfall of the two chief lotteries. There were two large figures of watches borne along, one without hands, bearing a motto "shan pin mo cham," or the watch without hands; and the other with the words "po pin wai lei"—watch with broken machinery. This was evidently meant to be a play upon words, for the native word for watch is "pin," while the lotteries were called "po pin" and "shan pin," although the two "pin" are not

in the same "tone." It was also evidently a reference to the former lottery monopolist, "So Ping Shi," who is now in gaol for his property sequestered. Another tableau showed gambling represented as a great sword cutting down the people.

The procession was greatly enjoyed by the people, who preserved the most excellent order. There was a bit of a scuffle on Sha Koi among some roughs, but beyond this there were no disturbances. A large number of police were on duty, but their services were in little requisition. The general opinion of the people is that the Government by abolishing this iniquitous system, has done a good thing. Fears are expressed, however, that those thrown out of work by the closing of the shops will turn thieves and still further swell the legion of the dishonest. However, it is quite likely that the Government will take these men in hand and endeavour to help them.

April 1st.
It appears that several accidents and crimes occurred during the recent procession. One woman went to see it bearing her infant son on her back. The press was so great that the poor little child was crushed to death. Numerous cases of pocket-picking have been reported at various police stations, but the worst case of theft was the following. A man wearing on one finger a valuable diamond ring and on the next finger a ring set with a Ceylon stone was observed by a thief. This man was armed with a large heavy knife and quick as thought he grasped the man's hand that was wearing the rings and with a swift blow severed the member in half and decamped with that part of the hand containing the rings.

The great bulk of the old gambling tax was used for the support of the military forces of the Province. Now that this tax has been abolished the officer in command of certain troops in the Pan Yu District, where they had been sent to put down the bandits, finds himself in want of money to pay his men and has sent a dispatch to the Provincial Treasurer asking for instructions. The officer has been told to confer with the Pan Yu Magistrate and endeavour to hit upon some method of raising sufficient funds to pay the soldiers.

The public mind is exercised just now as to what steps the authorities will take to suppress gambling in private places. The people think, and not without reason, that certain people will endeavour to open their private premises as gambling houses and thus defeat the aims of the Government. The so-called "gentry" are supposed in many cases to be contemplating this step, for it is well known that among certain sections of the community morality is very decidedly secondary to money-making. The Taotai of Constabulary has just issued a notice to the effect that drastic punishment will fall on those guilty of gambling in public places, and though this notice was very time-honoured "Tremble and Obey," it is supposed that the notice is merely a matter of form. One of the native papers mourns the fact that the police here are not like what they are in Hongkong, where members of the force are so diligent in the suppression of gambling.

A day or two ago a constable took it into his head to make a tour through the "Tai Fat" (Great Buddha) Monastery. In doing so he came upon a monk named Wan Fung, willing away the time with several of his friends by smoking opium. They were asked to produce their licences, but they were *non est*. The monk was then taken into custody and later brought before the Magistrate and was fined \$10. He at once paid the fine, and the Magistrate gave him a severe lecture, telling him that it was a disgrace for a member of a religious body to so break the law. The officer further ordered him to find a surety for his future good behaviour.

No newspapers were issued yesterday, for in honour of the suppression of gambling the day was observed as a public holiday. A secondary reason was that all the newshybs had been commandeered to take part in the above described procession.

A NEW LOAN.
The Provincial Treasury is in a bad way and the amount formerly coming to the Treasury from the gambling tax is even now not fully made up, in spite of increased taxes on various articles. The Viceroy some days ago requested permission from the Minister of Finance to raise a loan of several million dollars bearing interest at 8 per cent. and pledging the revenue of the electric light and water-works companies as security. The Minister refused permission, but the Viceroy has sent another dispatch saying that this matter is urgent and requesting the Minister to give his sanction to the scheme without delay.

SIDELIGHTS ON THE PLAGUE
EPIDEMIC.

A PATHETIC STORY.

The *Manchurian Daily News* has been publishing some side-lights on the plague epidemic and we make this extract from a recent issue:—

The following story dates one day in February last. The mother of a two-year-old baby was claimed by the plague. The husband of the deceased with his baby and a brother were booked for isolation, but the stubborn protest of the baby against the deprivation of his mother's milk found a vent in a loud ceaseless howl which was received with great disfavour by the authorities of the Isolation Houses, Changchun, and which was to them a good enough reason for refusing to take them in. The two men, neither an adept at pacifying a crying baby, had no home to return to, for such as they had the title to call their own was isolated tenement. What they might call their relatives and friends could not be so foolish as to take the risk of infection by receiving them into their households, much less so warm-hearted as to offer them hospitality out of sympathy. They kept wandering about aimlessly carrying between them the wailing baby who threatened to cry his tiny life out, until, driven to their wits' end and to despair, they got rid of their noisy burden by consigning it to the grime of a ditch in the north-western corner of the walled town of Changchun!

RANDOM REFLECTIONS.

All Fools Day passed on Saturday almost without notice. Those who dated letters that day felt inclined to smile as they thought of what the recipients might say when they observed the date. Expressed in figures, with dashes between, one-four-eleven, it might pass without notice, but April first looked too suggestive to be placed at the top of any serious communication. There are one or two unhappy people in the Colony whose birthday happens to fall on that date, but none of them seemed inclined to celebrate. Doubtless they had unpleasant recollections of the unkind remarks of candid friends on previous occasions.

The usual spring exodus is in full swing, and the advent of April recalls thoughts of the pleasant time in the homeland when most people are conscious of a renewed interest in life and "all nature is smiling and gay." We know that the young man's fancy lightly turns to thoughts of love at that time. Shakespeare tells us—

For love is crowned with the prime
In spring time, the pretty ring time,
When birds do sing hay-ding-a-ding:
Sweet lovers love the Spring.

How beautiful is the language of diplomacy! We have seen Russia and China in a very obstinate mood, and armed intervention had to be threatened before the Peking Government was induced to make the graceful kowtow, yet we read that Russia's reply stated that China's submission will "strengthen the ancient bond of amity between the nations." Nothing like ignoring awkward facts when one wishes to be polite.

In accordance with traditional Crown Colony methods a Committee is appointed by somebody to make preparations for the due celebration of the Coronation in Hongkong, but for some reason or other a departure has been made from these methods, and the public—unofficially, of course, otherwise it would be a dangerous precedent—has been invited to say how it would like the money, which it will be asked to contribute, to be spent. Decorations for the Committee—perhaps I should call them souvenirs—should not be overlooked. In some parts of the Empire fountains will probably be erected, but doubtless such a memorial would not be appreciated by a Government which, having imposed liquor duties hopes to gain by the community not drinking too much water.

The Chamber of Commerce is not the only local institution which celebrates its Jubilee this year. I think I am correct in saying that this is the Jubilee year of Queen's College, and I mention the matter for the purpose of suggesting to the Coronation Committee that if funds are available they might endow the College with a University scholarship or two, as a permanent memorial of the Coronation.

With many people this week the mention of beer has been sufficient to excite Sanitary Board. The Oriental Brewery Company, which does not need to be reminded that "sweet are the uses of advertisement," has attracted no little attention by its invitation to the members of the Sanitary Board to visit its brewery at Lai-chi-ko. Instead of the unanimous acceptance of the invitation which one might have expected, the Board is divided upon the question. One is too busy, another has been there before, and others, like Dr. Rabbit, lie low and say nothing. Doubtless good will result from the little picnic. Members will learn something, and if I might paraphrase Burns I should say that in this instance "their and knowledge will gang together."

Though Hongkong does not offer many attractions for motoring, or auto-motoring, as our American friends call it, the number of machines in the Colony is growing, and the "foot foot" is a warning sound to which the pedestrian and others must pay attention or the result is likely to be awkward. In many places at Home the motor is regarded as a nuisance and a menace to public safety by those who do not possess one, but the nuisance seems to be more accentuated from a public point of view in a locality such as ours, where the thoroughfares are more congested and where the rural roads are hilly and dangerous.

I had a fleeting ambition to learn the Welsh language a few weeks ago when some of my Cambrian friends, apparently lacking the gift of humour, talked to me in plain Anglo-Saxon concerning something I had written about them which to my surprise went the "wrong way." I wished then I had been able to explain my little joke in the Welsh tongue, because I have a belief that a little joke would go a long way. Moreover, I did not wish to have to fight duels with bellicose Celts, or, indeed, to engage in anything disagreeable. To be compelled to eat the Welsh lok is not in the same category as being asked to drink Scotch whisky. But these linguistic ambitions vanished on reading that Mr. Justice Lush, when on circuit at Chester, addressing the North Wales Law Clerks Association, said Wales had always been his holiday ground, and when a boy, because of his intense affection for that country, he did what he hoped few Englishmen would try to follow him in and learned to talk Welsh. He learned to conjugate every Welsh verb, and thought he was dislocating his spine by parsing and uttering most terrible all Welsh nouns. He did not know whether he might recommend exponents of physical culture to put a patient with a weak spine through a Welsh grammar for a few months. It would kill or cure, but if a patient did get all right he could stand anything.

RODERICK RANDOM.

CORRESPONDENCE.

CORONATION MEMORIAL SUGGESTIONS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

DEAR SIR—Much has appeared recently in the papers regarding a suitable commemoration of the approaching Coronation.

Might I, also, put forward the suggestion, which I believe has been mooted before in connection with other celebrations, that on the plot of land now being set out as a garden opposite the Club there be erected a permanent Bandstand and a permanent City Band be organised, as in the more progressive ports of Shanghai and Manila?

It might be arranged that the Band play twice a week and suitable accommodation be provided for those who wish to pay a nominal sum for chair and programme. The proceeds derived from the sale of chairs and programmes could be devoted to the upkeep of the Band or to some local charity.

It is a well known fact that Hongkong is deplorably behind other cities in this respect, and I would suggest that the Coronation Celebration Committee also take into consideration the above proposition, which I have no doubt will meet with the support of the majority of the European population. — Yours truly,

PRO BONO PUBLICO.

THE GOVERNMENT'S PATERNAL METHODS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Hongkong, 1st April, 1911.

SIR—I note with interest that in your leading article of yesterday's issue you protested against what you call "the paternal methods" of the Government in choosing the Coronation Committee.

The paternal method of choosing representatives for the public is such a common procedure with the Government here that it is really a wonder no one seems to have raised the question before. Perhaps this is due to the fact that it is with the Chinese Community that the Government mostly exercises this paternal care. Often and often have things been done in the name of the Chinese Community when only a select few of the leading Chinese gentlemen—usually men of moderate and stagnant views—called to meeting by the Government have expressed their approval of them. In this way Government regulations are suggested and legislation proposed affecting the most material interests of the Chinese Community. In short, as far as the Chinese are concerned, popular representation is a sham. If the Government want to propose anything affecting the Chinese, I think they generally instruct the Registrar-General to ascertain their views, and what the Registrar-General does in such a case is to convene together a few of those leading gentlemen whose views are usually convenient to the Government, and whom they deem to be representatives of the Chinese. No one suspected of advanced ideas is invited to such consultation. Those whom the Registrar-General consults are men who think it a sin to oppose anything proposed by the Government, and, of course, they say "aye" in chorus to what the Government may propose, and the opinion so obtained is then held up by the Government as the representative view of the Chinese public.

This sort of thing is a scandal to a Colony which flies the Union Jack. Far, far better the Government should cast off the mask of allowing popular representation to the Chinese, and appear in their true garb of dictatorship to them. Then will the Chinese public know exactly in what relation they stand to the Government.

Thanking you in anticipation for allowing this letter to appear in your columns, I remain, faithfully yours,

WONG KAM FUK.

INTERNATIONAL PLAGUE CONFERENCE.

The International Plague Conference will commence its sittings to-day at the Industrial College, Mukden. Following is the full list of delegates according to the latest information by mail from the North—

America: Dr. Strong, Chief of the Biological Laboratory at Professor Tropical Medicine University of the Philippines.

China: Dr. Alfred See, Junior Councillor Board for Foreign Affairs, Peking.

Dr. Wu, a Cambridge graduate. He has been in Harbin for the past two months, directing the plague campaign.

Dr. Christie of the Mukden Hospital and honorary medical advisor to the Viceroy Government.

Dr. Hill of the Union Medical College, Peking, appointed Bacteriologist to the Chinese Commission.

England: Dr. E. A. Farrer, medical inspector; Dr. Gray, Physician to H. B. M. Legation in Peking.

France: Dr. Broquet, Medicine-Major 2nd class, of the Pasteur Institute.

Italy: Prof. Galotti.

Japan: Prof. Dr. S. Kitazato, President, the Government Bacteriological Institute, Tokyo.

Dr. Shibayama, Director of the above Institute.

Dr. Fujinami, professor of the Imperial University, Kyoto.

Russia: Prof. Dr. Sabotolny with two assistants. Besides the above, Austria and Belgium have signified their intention to be represented at the Conference.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

E. Timmermans, Esq. ... \$25
En-mong Loag, Esq. ... 10
Chiray & Co. ... 5
Ullmann & Co. ... 5

K.O.Y.L.I. REGIMENTAL GYMKHANA.

Notwithstanding the unfavourable weather conditions prevailing on Saturday afternoon, a fair attendance assembled at the K.O.Y.L.I. regimental meeting, which was held on the race course at Happy Valley. Before the starting of the first race, drifting rain clouds obscured the sun and rain began to fall about the hour when people would be preparing to travel towards the Valley. In these circumstances there can be no doubt that the weather kept many indoors, and there was a touch of irony in the fact that when the last race was about to be run the sky cleared and the sun shone brightly. The programme embraced six races, for all of which there was a goodly number of entries. The course was somewhat heavy, but some close finishes were witnessed, notwithstanding the fact that some of the ponies carried remarkably heavy weights. Captain Boulton's Tokio, in the first race being weighted with 15 stone 3 lbs. A brisk business was done by the Cash Sweeps and the Pari-Mutuel, and the dividends paid by the latter were larger than is usually the case at gymkhana meetings. The largest was \$75 for Dyllan in the April Fool Stakes. In the Yorkshire Cup Caprice paid \$36.30, while Tickey paid \$35.60 on the last race of the day. The regimental band, under Bandmaster Moore, played an excellent programme of music during the afternoon, and the officials fulfilled their duties with military celerity and punctuality. Only one mishap occurred on the course during the day, and that was in the last race, when Mr. "Cymru," the rider of Jack Spraggan, fell from his pony in a bunch of field. Fortunately, however, the jockey was not injured. The stewards of the meeting were:—

Lieut.-Col. L. A. Hamilton; Major W. M. Withycombe; Capt. R. E. Boulton; Capt. F. J. G. Agg; Capt. H. Mallinson; Mr. C. R. Heygate.

Major-General C. A. Anderson, C.B., and Capt. G. T. C. Dwyer, Judges.

Messrs. H. J. Gedge and C. G. Mackie, Stewards.

Mr. H. P. White, Clerk of the Scales.

Capt. G. T. C. Dwyer, Handicapper.

Capt. H. K. Hughes, Clerk of the Course.

THE APRIL FOOL STAKES.—Value \$100, of which \$20 to the second. For China ponies. Subscription griffins of this season 1910-1911 allowed 7 lbs. Weight for inches as per Hongkong Jockey Club scale. Winners at Hongkong Meeting 1911, once 10 lbs extra, twice or oftener 14 lbs extra. Jockeys who have had two winning mounts in Hongkong or China 5 lbs extra. Penalties accumulative. 1 Mile. Entrances \$5.

Mr. Cymru's Dyllan, 10st 9lb (Mr. David) 1
Mr. Gilpin's Caprice, 11st (Mr. Johnston) 2
Mr. Ashburnham's Just in Spite, 11st 11lb (Mr. Forrest) 3

Messrs. Lowe and Hickman's Kongai, 11st 11lb, 13lb overweight (Mr. Heygate) 0
Mr. Duddell's Dorando II, 11st 8lb (Mr. Klimanek) 0
Mr. Ching's Urgent, 10st 5lb (Mr. Kromer) 0

The field was despatched to a good start, Dorando taking the lead, and being closely followed by Dyllan, while the remainder of the field were in close attendance. The ponies raced in a bunch until the rock was reached, when they proceeded in open order. "Dorando" was still in the van when the straight was entered, but here he was challenged by Dyllan, who, after a short neck and neck struggle, shot to the front and won the race by a length. Dorando was then overhauled by Caprice and Just in Spite, who ran second and third respectively, a length separating them.

Time—1 min 34 secs.

PARI-MUTUEL.
Winner ... \$75
CASH SWEEPS.
1, Ticket No. 7 ... \$292.95
2, " 93 ... 83.73
3, " 85 ... 41.85

THE CORONATION PLATE.—A piece of plate presented by the Officers 1st K.O.Y.L.I. added to a sweepstake of \$5 each, of which 50 per cent to the second. For China ponies. Subscription griffins of this season 1910-1911. Weight for inches as per Hongkong Jockey Club scale. Winners at Hongkong Meeting 1911, once 10 lbs extra, twice or oftener 14 lbs extra. Jockeys who have had two winning mounts in Hongkong or China 5 lbs extra. Penalties accumulative. 1 Mile. Entrances \$5.

Messrs. Lambcock & Noble's Alacrity, 12st 5lb penalty (Mr. Johnston) 1
Capt. Dwyer's Tralee, 10st 2lb (Mr. David) 2
Mr. O. K.'s Donau, 11st 8lb (Owner) 3
Mr. Macdonald's Iona, 11st 8lb (Mr. Kromer) 0
Major Withycombe's Tregoa, 10st 12lb (Owner) 0
Mr. Cymru's Jack Spraggan, 11st 1lb (Owner) 0

The field went away together on the fall of the flag, Tregoa and Donau leading the way as far as Bowington. There Tregoa pulled into the van and Tralee drew level with Donau. Tregoa led the way into the straight, at the entrance to which the field closed. Then Alacrity and Tralee came to the fore, and the former won a splendid race by half a length, a length separating Donau from the second pony.

Time—2 min. 15 secs.

PARI-MUTUEL.
Winner ... \$90
CASH SWEEPS.
1, Ticket No. 6 ... \$451.55
2, " 131 ... 123.20
3, " 130 ... 61.65

THE REGIMENTAL STAKES.—A sweepstake of \$5 each. For China ponies the property of Officers of the 1st K.O.Y.L.I. Weight for inches as per Hongkong Jockey Club scale raised 7 lbs. Winners at Hongkong Meeting 1911, once 7 lbs extra, twice or oftener 14 lbs extra. Winners this day, Polo Cup excepted, 10 lbs extra. Jockeys who have had two winning mounts in Hongkong or China 5 lbs extra. Penalties accumulative. 1 Mile. Entrances \$5.

Mr. Law's The Ramp, 11st 7lb, 5lb penalty (Owner) 1
Mr. Jervois's Iola, 11st 5lb, (Mr. Johnston) 2
Mr. Bradley's Xerxes, 11st 8lb, (Mr. Collier) 0
Mr. Bradley's Jorrocks, 11st 11lb, 3lb over (Mr. Heygate) 0
Capt. Boulton's Tokio, 11st 12lb, (Mr. Staveley) 0

Ben Hee sprang into the lead from a good start, The Ramp following and Xerxes and Iola running in third position. As the football stand was passed Ben Hee increased his lead. The Ramp running second, several lengths ahead of the other ponies. Passing the village The Ramp was urged forward, but failed to overtake the leader, who passed the post an easy winner. Iola was third.

Time—2 min. 13; secs.

PARI-MUTUEL.
Winner ... \$14.60
CASH SWEEPS.
1, Ticket No. 8 ... \$472.50
2, " 65 ... 153
3, " 95 ... 57.50

THE YORKSHIRE CUP.—A Cup presented by the Officers 1st K.O.Y.L.I. added to a sweepstake of \$5 each, of which 50 per cent to the second. For China ponies. Subscription griffins of this season 1910-1911 allowed 7 lbs. Weight for inches as per Hongkong Jockey Club scale. Winners at Hongkong Meeting 1911, once 7 lbs extra, twice or oftener 14 lbs extra. Jockeys who have had two winning mounts in Hongkong or China 5 lbs extra. Penalties accumulative. 1 Mile. Entrances \$5.

Mr. Gilpin's Caprice, 10st 9lb (Owner) 1
Mr. O. K.'s Mombassa (late Highland Farm), 10st 12lb (Mr. Klimanek) 2
Mr. Johnston's Rejected, 11st 10lb, 5lb penalty (Owner) 3
Mr. Ross's Tomahawk, 11st 8lb, 7lb over (Mr. Kromer) 0
Mr. Kadoorie's Arcadian Chief (late Jack in Fun) 11st 2lb (Mr. Forrest) 0
Mr. Duddell's Dorando II, 11st 5lb (Major Withycombe) 0

When the starting bell announced that the field were off Tomahawk was in premier place, closely followed by Mombassa, who shortly afterwards went to the front. Then the latter pony gave way to Arcadian Chief, who led the field past the grandstand for the first time by several lengths. Mombassa being second and Tomahawk third. Passing the football stand the Chief was still far in advance of the field, Rejected running second and Caprice a close third. Passing the village Rejected drew level with Arcadian Chief and passed him in the straight. Then Caprice and Mombassa came to the fore, the former responding gamely to a deal of physical encouragement and winning the race by several lengths. Mombassa beat Rejected for third place by three lengths.

Time—2 min. 43 secs.

PARI-MUTUEL.
Winner ... \$36.30
CASH SWEEPS.
1, Ticket No. 25 ... \$472.50
2, " 88 ... 135.00
3, " 99 ... 67.50

A HANDICAP.—Value \$100, of which \$20 to the second. For China ponies subscription griffins of this season 1910-1911. Winners this day, Polo Cup excepted, 10 lbs extra. Jockeys who have had two winning mounts in Hongkong or China 5 lbs extra. Penalties accumulative. 5 Furlongs. Entrances \$5.

Capt. Hughes's Tickey, 11st (Mr. Jervois) 1
Mr. Johnston's Auchendolly, 11st 11lb, 5lb over (Owner) 2
Mr. Bishop's Sonny Jim (late O. B.), 10st (Owner) 3
Mr. O. K.'s Donau, 11st 6lb (Owner) 0
Mr. Black's Dunal, 10st 11lb (Mr. Kromer) 0
Capt. Dwyer's Tralee, 10st 2lb (Mr. Forrest) 0
Mr. Cymru's Jack Spraggan, 11st 2lb, 14lb over (Owner) 0
Mr. Humphrey's Seaweed, 10st 6lb (Owner) 0
Mr. Gilpin's Mustard, 11st 2lb (Mr. David) 0

A field of nine faced the starter in the last race of the day and were sent off in a bunch, Seaweed taking the lead. Approaching the incline Mr. "Cymru" came off his mount, and Jack Spraggan continued riderless. Fortunately, the jockey was not hurt. Passing the village Seaweed still led, Tickey lying second, with Auchendolly and Sonny Jim in close attendance.

In the home run Seaweed fell off and the race ended with Tickey 1st, Auchendolly 2nd and Sonny Jim 3rd.

Time—1 min. 18; secs.

PARI-MUTUEL.
Winner ... \$35.60
CASH SWEEPS.
1, Ticket No. 112 ... \$617.40
2, " 87 ... 176.40
3, " 15 ... 83.20

The Peking Daily News states that owing to the keenness with which the people are catching rats, several new species, some of them possessing unusual shapes, have been discovered. These will be exhibited by the Chinese Delegation at the coming International Plague Conference.

LOCAL SPORT.

LEAGUE CRICKET.

C.C.C. v. CIVIL SERVICE.

This league match was played yesterday and resulted in a win for Civil Service as per scores:—

CIVIL SERVICE.	
R. E. O. Bird, b Currie	28
J. McIlwain, c sub, b Currie	22
H. Tilmann, c Currie, b J. Bragg	9
J. Ellis, b J. Bragg	6
P. T. Lambie, o Vivesash, b J. Bragg	6
H. Jackman, c Rose, b J. Bragg	11
A. Pila, o A. Bragg	0
J. Mackay, not out	42
A. Thornhill, c Carvalho, b Bragg	1
A. L. Raitton, not out	21
Extras	10
Total	148

Bowling Analysis.	
	O. M. R. W.
Taylor	14 2 43
Currie	16 6 38
Bragg	18 3 58

C.C.C.	
J. O. Norie, b Bird	12
L. A. Rose, c Ellis, b Bird	1
E. L. Bragg, c Mackay	11
J. V. Bragg, c and b Mackay	19
P. Currie, b Pile	23
R. A. Carvalho, c Pila, b Bird	1
W. H. Vivesash, c Raitton, b Pile	10
H. H. Taylor, not out	5
A. M. Saffin, b Pile	0
R. Poston, absent	0
Extras	6
Total	90

Bowling Analysis.	
	O. M. R. W.
Bird	0 0 33 4
Mackay	6 0 33 2
Pila	4.5 0 16 2
Jackman	1 0 9 0

OTHER CRICKET.

H.K.C.C. v. ARMY ORDINANCE.
The meeting of these teams on the ground of the Hongkong Cricket Club on Saturday resulted in a win for the Club by 127 runs. Scores and analyses follow:—

H.K.C.C.	
A. A. Claxton, c Worswick, b Osman	6
F. S. Harrison, b Claxton	2
R. S. W. Payne, b Claxton	17
R. J. Saunders, lb Osman	20
G. Hastings, b Osman	79
P. Jacks, run out	7
Dr. Aubrey, c and b Davidson	7
A. N. Appleford, c and b Davidson	0
R. P. Thurstfield, not out	27
A. R. Sutherland, c Graham, b Davidson	10
D. E. Donnelly, c Saunders, b Davidson	4
Extras	0
Total	195

Bowling Analysis.	
	O. M. R. W.
Osman	16 1 65 3
Claxton	12 0 63 3
Kirby	3 1 7 0
Watts	8 0 19 0
Davidson	8 2 27 4

ARMY ORDINANCE.	
Johnson, b Donnelly	4
Worswick, c Sutherland, b Payne	28
Osman, c Sutherland, b Payne	23
Crew, c Payne, b Donnelly	20
Davidson, b Donnelly	5
Graham, c Aubrey, b Payne	8
Claxton, b Davidson	0
Laithbrock, c Donnelly, b Payne	1
Saunders, c Thurstfield, b Donnelly	0
Watts, c Saunders, b Payne	10
Kirby	1
Extras	1
Total	68

Bowling Analysis.	
	O. M. R. W.
Payne	11 1 34 5
Donnelly	10 1 33 5

LAWN BOWLS.

POLICE CLUB.

In the handicap competition for the Pitt Cup Clarke, a young player, won from Gerrard on his allowance. Clarke and McLeannan are the finalists, and Gerrard and Cameron play for third or fourth prizes.

KOWLOON CLUB.

Saturday was the opening of the Kowloon Bowling Green, and the usual inaugural match between President and Vice-President took place. A pairs match game for spoons was arranged, the result being a win for the President on the aggregate by 53 shots to 45. Scores:—

PRESIDENT.	
J. M. Henderson	21
D. Harvey	21
S. Gray	19
G. R. Edwards	19
H. Shier	13
J. Crawford	9
Extras	45

INTERPORT CRICKET.

The annual meeting of the Shanghai Cricket Club takes place this week, when it is expected that a definite announcement will be made regarding the interport cricket match with Hongkong. In September last, says a Shanghai Journal, the representatives were unable to raise a sufficiently representative eleven to visit the Settlement, but agreed to send a team about the beginning of May. In the ordinary course of events cricket is not started in Shanghai until after the Spring Race meeting, but considering the fact that the Hongkong eleven will be here early in May it will be necessary to commence practice not later than the middle of next month. Possibly, in view of the ideal weather of the past few days, an earlier start may be made, in which case the local players should be able to put up a splendid fight against the visitors from the Crown Colony, and once again take possession of the "ashes."—Shanghai Mercury.

GOLE.

THE SHANGHAI CHAMPIONSHIP.
The semi-final round in the Shanghai Golf Championship was played last week when Mr. J. B. Forster beat Mr. T. F. Eougmaur and Mr. A. T. White secured a victory over Mr. A. R. W. Munzie.

THE WRECK OF THE "BEDFORD".
In the House of Commons last month, Earl Winterton (U. Horsham) wished to know what steps, if any, had been taken to replace His Majesty's ship Bedford or to fill the vacancy caused by the removal of His Majesty's ship Newcastle to the China Station.

Mr. McKenna—The loss of the Bedford is one of the factors that has been taken into account in arranging the programme of new construction. No rearmament has been caused by the removal of His Majesty's ship Newcastle to the China Station.

INTIMATIONS

IT PAYS YOU
TO BUY
THIS
WHISKY.

M.P.

Whisky is good, so good that the demand for it is steadily and rapidly increasing—after all, that is the supreme test of quality. We want you to know its good qualities, and the only way is for you to try it. Next time order

M.P.

It contains a Free Passage Coupon to Scotland in every case.

SAMPLES ON APPLICATION.

H. RUTTONJEE
& SON,
WINE AND SPIRIT MERCHANTS.

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AND

SCIENTIFIC INSTRUMENTS

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& CO.

AND

E. R. WATTS &
SON.

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NEW ADVERTISEMENTS

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Office of the Company, No. 2, Pedder Street, Victoria, Hong Kong, on TUESDAY, the 4th day of April, 1911, at Noon, when the subjoined Resolutions which were passed at the Extraordinary Meeting held on 10th inst. will be submitted for confirmation as Special Resolutions.

1. That the Articles of Association be altered in manner following—

(a) That the following Article be inserted after Art. 10, namely, 10A: "The General Managers shall also be entitled in each financial year of the Company to be paid and to deduct out of the assets or income of the Company a commission of ten per cent. upon the gross premium earned or procured for the Company by the General Managers in Hong Kong in each financial year (after deduction from such gross premium of the amounts paid by the Company for re-insurances of and for returned premium in respect of the risks to which such gross premium relates) on which premium no commission would apart from the provisions of this Article be paid by the Company."

(b) By striking out the words "as from time to time may be determined at any meeting" at the end of Article 13 and substituting therefor the words "as may be or have been determined at any time by any General Meeting of the Company until such remuneration is altered by any subsequent General Meeting of the Company."

(c) By striking out the word "FOURTEEN" in Article 43 and substituting therefor the word "SEVEN."

(d) By striking out the words "between the like periods in every year" at the end of Article 65 and substituting therefor the words "on or before the 31st March in every year."

(e) By adding at the end of Section 1 of Article 95 the following words: "Any Branch Office of the General Managers situated abroad may be appointed the Agents of the Company abroad under this Section and remunerated in accordance with the provisions thereof."

(f) By striking out Article III. and substituting therefor the following Article: "The Reserve Fund shall if practicable consist of a sum of not less than \$1,000,000."

2. That all payments heretofore made by the Company to the Branch Offices of the General Managers of the Company elsewhere than at Hong Kong for commission for premium earned or procured for the Company by any such Branch Office be and they hereby are ratified and confirmed.

Dated Hong Kong, 10th March, 1911.

JARDINE, MATHESON & Co., LTD., General Managers.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain H. S. Bradshaw, carrying H. Majesty's Mails, will be despatched from the Bombay and Colombo on SATURDAY, the 15th April 1911, at Noon taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 1000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hong Kong.

Silk and Valuables, all cargo for Penang, P. and C. and Ceylon (under arrangement) will be transhipped at Colombo into the mail steam proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the S.S. "ARABIA," due in London on the 26th May, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hong Kong, 3rd April, 1911.

CHINESE IMPERIAL GOVERNMENT 7% SILVER LOAN OF 1896, "E."

49th HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be Payable at the Offices of the Corporation on and after the 31st March, 1911.

List of Drawn Bonds can be obtained on application to the undersigned.

For THE HONGKONG & SHANGHAI BANKING CORPORATION.

Agents issuing the Loan, N. J. STABB, Chief Manager.

Hong Kong, 31st March, 1911.

GENUINE CHEAP SALE.

(To Make Room for New Goods)

EVERYTHING AT ROCK-BOTTOM PRICES.

Now is the time to Pick up Cheap and Good Bargains.

FOR CASH ONLY.

Call and See for Yourself.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Hong Kong.

Hong Kong, 3rd April, 1911.

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INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, HONGKONG, TO-DAY (MONDAY), the 3rd day of April, 1911, at 11.30 o'clock in the forenoon, when the subjoined Resolutions will be proposed:—

(1) The Article No. 80 of the Articles of Association of the Company, which now reads:—

"As remuneration for their services the General Managers shall retain or be paid out of the funds of the Company a salary at the rate of Seven Thousand Two Hundred Dollars per annum; and a commission of Five per cent. on the net profits of the Company in every year in which the net profits shall amount to Seven per centum of the Capital of the Company."

be amended by eliminating therefrom the words "in which the net profits shall amount to Seven per centum of the Capital of the Company"

in the sixth and seventh lines thereof.

(2) That Article No. 92 of the Articles of Association of the Company, which now reads:—

"The Consulting Committee other than the General Managers shall be paid out of the funds of the Company by way of remuneration Two Thousand Five Hundred Dollars for each year that the net profits amount to Seven per cent. of the Capital of the Company and such remuneration shall be divided among them in such proportion and manner as the Consulting Committee may determine and in default equally"

be struck out and that in lieu thereof the following Article be inserted:—

"Each member of the Consulting Committee not being a member of the General Managers' firm shall be paid out of the funds of the Company by way of remuneration for his services the sum of Five Hundred Dollars per annum."

(3) That Article No. 104 of the Articles of Association be struck out and that in lieu thereof the following Article be inserted, namely:—

Article 104.

"All dividends unclaimed for one year after having been declared may be invested or otherwise made use of by the General Managers for the benefit of the Company until claimed, and all dividends unclaimed for five years after having been declared may be forfeited by the General Managers for the benefit of the Company. This clause shall not be deemed to constitute the Company a trustee of unclaimed dividends and no dividends shall bear interest against the Company and a dividend shall not be deemed a specialty."

(4) That the above Resolutions shall be retrospective in their effect and that the alterations in the Articles of Association of the Company thereby effected shall be deemed to have been effected and to have come into force as on the First day of January, 1910.

Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

Dated the Twenty-fourth day of March, 1911.

By Order, JOHN D. HUMPHREYS & SON, General Managers.

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KOWLOON BOWLING GREEN CLUB.

AN EXTRAORDINARY MEETING of Members of the KOWLOON BOWLING GREEN CLUB will be held at the Club House, TO-DAY (MONDAY), the 3rd April, 1911, at 5.45 p.m., to discuss the advisability of erecting an improved Club House.

For the Committee, D. GOW, Secretary.

Hong Kong, 27th March, 1911.

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NETHERLANDS LLOYD

OF AMSTERDAM AND BATAVIA.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WENDT & Co.,

Hong Kong, Canton and Swatow.

Hong Kong, 24th March, 1911.

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NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 28SG. at 15, 17 and 7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.,

Hong Kong, 26th October, 1906.

[1181]

"WITH DOG AND GUN IN THE NEW TERRITORY."

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Hong Kong, 29th October, 1910.

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FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.

On Paper ... 20 "

On sale at the Hong Kong Daily Press Office.

Hong Kong, 4th February, 1911.

PUBLIC COMPANIES

THE YANGTSE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on TUESDAY, the 11th April, 1911, at 4.30 o'clock p.m., for presentation of the Report of the Directors and the Accounts to the 31st December, 1910, the election of Directors and Auditors for the current year and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 4th to the 10th April, 1911, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for Registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 21st March, 1911.

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UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hong Kong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1910, and declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 16th April to the 26th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hong Kong, 23rd March, 1911.

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CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at the Head Office, No. 2, Queen's Buildings, Hong Kong, on WEDNESDAY, the 26th April, 1911, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1910, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th April to 26th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hong Kong, 23rd March, 1911.

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NOTICES OF FIRMS

NOTICE.

WE HAVE This Day Admitted as a Partner in our Firm.

MALCOLM HUNTER LOGAN as a Partner in our Firm.

PALMER & TURNER.

Hong Kong, 1st April, 1911.

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NOTICE.

NOTICE IS HEREBY GIVEN that we, the undersigned CHAN CHI TANG and CHAN SU CHUN TONG, formerly partners in the SANG WO FIRM of No. 45, Queen's Road Central, Victoria, in the Colony of Hong Kong, but having retired from the said SANG WO FIRM on the 29th day of January, 1911, and all our respective shares and interest in the said SANG WO FIRM have been purchased by the continuing partners therein. All debts due and owing by the said SANG WO FIRM will be received and paid respectively by the continuing partners, who will carry on the said SANG WO FIRM.

Dated this 1st day of April, 1911.

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MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

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AGENTS—YOKOHAMA: M. ASAHI, Esq. CHENKIANG: Messrs. CHANGING & Co. MANILA: Messrs. MACDONALD & Co. SINGAPORE: Messrs. ROBERT & Co., Ltd.

For Particulars, apply to H. OISHI, Manager.

No. 2, Pedder Street, Hong Kong.

Hong Kong, 14th February, 1911.

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報新外中港香

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TO LET

HONGKONG CLUB.

NOTICE.

TWO LET, from the 1st February, 1911. TWO ROOMS in the Ground Floor of the Annex, suitable for Offices. For further particulars, apply to the Undersigned.

JAMES CRAIK, Secretary.

Hong Kong, 19th January, 1911.

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TO LET.

TOP FLOOR of 23, NATHAN ROAD, Kowloon (The Dairy Farm Co.'s premises), for 8 months from 15th April, 1911.

For Particulars apply to—

THE DAIRY FARM CO., LTD.

Hong Kong, 1st April, 1911.

[550]

TO LET.

9, MOUNTAIN VIEW, (at present occupied by E. R. HALIFAX, Esq.)

From 1st May, 1911.

Apply— "Y.Z." Office.

Hong Kong, 23rd March, 1911.

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TO LET.

RAVENSHILL WEST, No. 3, Park Road.

Apply to—

DEACON, LOOKER & DEACON,

Hong Kong, 14th February, 1911.

[322]

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yamnati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hong Kong, 14th February, 1911.

[543]

TO LET.

GODOWNS, 95 and 96, Praya East.

Apply—

CHATER & MODY.

Hong Kong, 31st March, 1911.

[121]

TO LET.

NO. 9, MACDONNELL ROAD, from 1st May.

NO. 10, MACDONNELL ROAD, AN OFFICE on 1st Floor, 16, Des Voeux Road, Central.

OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop outside door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hong Kong, 1st April, 1911.

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TO LET.

TWO NEW SEMI-DETACHED Six Roomed European Residences on Bowen Road, near existing completion, with Gardens attached. Splendid view of the Harbour. Possession from about 15th March.

Apply to—

A. M. ESSABHOY,

7 and 9, Zeland Street.

Hong Kong, 25th February, 1911.

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TO LET—FURNISHED.

"BUDLEIGH," No. 5, Macdonnell Road.

For terms, apply to—

M. S. NORTHCOTE,

Care of THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hong Kong, 10th February, 1911.

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TO LET.

ROCK VILLA—House No. 13, Wong-nelohong Road.

Apply to—

DENNYS & BOWLEY,

2, Connaught Road Central.

Hong Kong, 23rd March, 1911.

[490]

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office.

No. 24, D'ARVILLE STREET (Suitable for Godown, Etc.), All of which are at present occupied by VENNA CAFE & Co., Ltd.

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Wherever there is a case of enfeebled digestion, whether from advancing age, illness, or general debility, there is a case for Benger's Food.

When the stomach becomes weakened, the digestion of ordinary food becomes only partial, and at times is painful, little of the food is assimilated, and the body is consequently insufficiently nourished.

This is where Benger's Food helps. It contains in itself the natural digestive principles, and is quite different from any other food obtainable.

All doctors know and approve of its composition, and prescribe it freely.

For INFANTS, INVALIDS, AND THE AGED.

"The British Medical Journal" says "Benger's Food has, by its excellence, established a reputation of its own."

Incidentally, Benger's Food is the only food which mothers can use with confidence. It is a food put forth as a substitute for breast milk, and is the only food which mothers can use with confidence.

Benger's Food is sold in tin by Druggists, etc., everywhere.

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THORNE'S OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN HONGKONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

555

SANTAL MIDY

These tiny Capsules — superior to Copalba, Cubebs, and Injections — CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name. **MDY**

Paris, 8, rue Vivienne

Sold by all Chemists.

SELF CURE NO. 1

THE NEW FRENCH REMEDY.

It is a remarkably short time, often a few days only, to cure the most obstinate cases of Gonorrhea, Syphilis, and all other venereal diseases.

THERAPY NO. 2

Cures chronic weakness, loss of vitality, and all other ailments.

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Cures chronic weakness, loss of vitality, and all other ailments.

THERAPY NO. 4

Cures chronic weakness, loss of vitality, and all other ailments.

THERAPY NO. 5

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Cures chronic weakness, loss of vitality, and all other ailments.

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Cures chronic weakness, loss of vitality, and all other ailments.

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THERAPY NO. 9

Cures chronic weakness, loss of vitality, and all other ailments.

THERAPY NO. 10

Cures chronic weakness, loss of vitality, and all other ailments.

THERAPY NO. 11

Cures chronic weakness, loss of vitality, and all other ailments.

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AMERICAN CAPITAL IN THE PHILIPPINES.

With one exception it may be said that Philippine development should have met with a cold reception from the financial interests of America, and the repeated failures in promoting or financing any project for the island are matter that must receive the serious consideration of the Philippine Commercial Community with a view of improving the condition and eradicating the obstacles to the profitable development of the islands. The wealth of the tropics is concentrated within their limits. Rich mineral deposits abound, the forests of valuable hard woods are inexhaustible, the sugar lands yield a high average, the hemp monopoly is a source of never-ending profit, rubber and gutta percha thrive and give handsome returns, but with few exceptions these immense natural resources, after two years of American rule, are still worked in the old primitive, wasteful manner which rendered the industry of a century ago. It is a severe criticism and reflection on American energy, which permits such untold wealth to remain undeveloped, and is a striking anomaly to American enterprise in Alaska, Hawaii, Porto Rico or Cuba, and a contrast to the methods of Europeans in neighboring countries and islands. Java is a tropical paradise, and yields immense wealth to the Dutch investors, made possible by the paternalistic attitude of the Government. Borneo is forging ahead, and many large enterprises are in successful operation. The story of the industrial development of the Federated Malay States reads like a chapter from a romance, or the Arabian Nights, and rubber kings have supplemented the old-time tin millionaires.

Sumatra is famous the world over for its sugar plantations, and to banana plantations have spread to neighboring islands. Petroleum abounds, and even Sulu has its quota of millionaires made rich, overnight, as it were, by the marvellous wells. Trade in the rice granary of the Orient and exports its products to the Philippines, and Formosa under Japanese rule, contending with adverse climatic conditions, has developed a modern sugar industry, which shames the Philippines and bids fair in time to rival Java. Not one of these countries can compare in natural gifts with the Philippines, yet they progress and prosper, while the islands fail to keep pace with the procession. It is time for those who have cast their lot with the islands to face the problem, seriously consider the question, and try to overcome the obstacles standing in the way of American capital in the Philippines.

The lack of confidence in the islands may be traced to various sources, each of sufficient importance when considered by themselves to weigh against the investment of capital. First, and most important, is the political phase. The promise of the Government that the islands will be granted full independence when, in its opinion, the people are educated and prepared for self-government, undermines the entire fabric of native politics and gives strength to the anti-imperialists at home. Native politics, stripped of all superfluous verbiage, is reduced to the issue of immediate independence as against following the tutelage of the United States, until its Government is ready to redeem its promise. Every native official, elected by the various independence parties, during his term of office makes some play to the gallery to prove his reputation and ensure re-election, and at regular intervals this takes the form of an appeal to America for immediate independence. And the anti-imperialists and democrats at home for political purposes endorse the appeal to embarrass the Republican Administration. The papers seize on it as important news, and keep the issue before an indifferent public, who after reading, promptly forget that there is such a group of islands as the Philippines. But when someone approaches the investment in a Philippine development scheme, his brain is stirred to action, and forgetting the details, he remembers the essential fact, that the islands are to be granted independence some day, and he forthwith refuses to entertain any proposition, not likely to remain under the flag. And no amount of explanation or argument can shake that fundamental fact. So at the root of the trouble lies the professed policy of the Government.

Another and more serious aspect of the political phase is the constantly recurring war between the islands and Japan. About the time an issue of Philippine bonds is offered for sale, or a promoter is striving to interest capital in insular ventures, the newspapers at home publish some highly important interview, disclosures, or articles by special writers to the effect that war between America and Japan is inevitable, and as a first step the Philippines will be sacrificed or captured. And the prices of the bonds fall in consequence, and the promoter sees the hard work of months disappear, and has to begin all over again. Notwithstanding that no issue exists between Japan and America calling for a break in their friendly relations, and despite the fact that the highest officials of both nations realize the danger of such unprovoked action and unnecessary scares, which only excite opinion and create distrust when none before existed, the advance agents of armageddon return to their obsession, and keep the public mind inflamed. When no legitimate issue or cause for friction can be discerned, along comes a writer who unhesitatingly declares that the genesis of any war between America and Japan will arise out of Manchuria, and then proceeds to prove his conclusions, while the newspapers at home publish his conclusions, while the newspapers at home publish his conclusions, while the newspapers at home publish his conclusions.

Why America should assume the sole responsibility for preserving the integrity of China, when all Powers are equally interested in maintaining the status quo, is something only writers like Mr. Millard or "Putnam Wells" can explain. And when no definite issue is discernible, the war-mongers revert to the supremacy of the Pacific. Some gifted editorial writer, a few years ago, coined the phrase, "Hegemony of the Pacific," and now when all other arguments fail the Hegemony is daily resurrected, brushed up, and made to do extra duty in explaining why America must defeat Japan. America has survived for over a century, without the hegemony of the Atlantic or coming in conflict with or disturbing the Power that holds this traditional advantage. Why America should go to war to preserve in the Pacific something she does not possess in the Atlantic is a point which seems to be overlooked, for the same strategic reasons apply to both oceans. But these arguments are highly instructive and make fine reading and do no harm—except to the Philippines.

This phase of the situation is therefore serious; and one which the Government and insular interests are powerless to check. For Eastern Review.

THE IMPORT TRADE OF CHINA AND JAPAN.

Mr. W. B. Robertson, writing in the *British Exporter* under this heading, says:—

China will one day constitute the most important market of the world. To-day she is the most densely populated country in the world. Her inhabitants are estimated to number about 400,000,000 souls. This enormous mass has been leavened with the spirit of progress—with the desire for exchange of merchandise with the rest of the world—and although the leaven will take a few generations to permeate the whole mass, it is surely working to that end.

TRADING PORTS AND CENTRES.

China is blessed with a network of great rivers that solve to a great extent the problems of transport. These rivers penetrate every province of the empire and it is probable that if the shipping tonnage could be calculated, it would be found to exceed the merchant shipping of all the world beside. There are over sixty Chinese ports open to foreign commerce, and the number is being constantly augmented. Shanghai is the great foreign centre. It has a population of about 700,000, of whom 12,000 are foreign—one-third of them being British. Hongkong is, of course, a British possession, but for purposes of trade it may be reckoned Chinese. It is the channel through which the greater part of Chinese foreign trade, both outward and inward, flows. The great trading centres for Chinese commerce are Hongkong, Shanghai, Hankow and Tientsin. If the manufacturer or exporter is efficiently represented at these points he can afford, at the present stage of Chinese commercial development, to ignore the smaller centres and parts of entry. The various outposts can be easily covered from these larger centres.

THE DESIRE FOR FOREIGN WARES.

The awakening of China has led to a widespread desire for western knowledge, and close upon the heels of that desire trends a demand for foreign wares. On the streets of the principal cities of China one may see road menders at work mauling a piece of Russian leather to press the tread into its sole, fires are extinguished by a foreign-made fire-engine which, when not in active use is housed in a galvanised iron shed, whose segments have come from Wolverhampton or Bristol, German sewing machines, American and European machine tools, are in regular and increasing demand. The Chinese Minister makes his calls by the help of an imported bromide, and the native with a lighter lead of dignity to carry may make his progress on a foreign-made bicycle. Even in the department of dress western fashions are catching the fancy, and more elaborate attire than has ruled for centuries. Hats and clothing in European styles are imported from Japan, where hand labour defies western competition in lowness of cost.

The large importing houses of China are foreign, but the distributing houses are native. The British exporter cannot hope for many years to come to establish relations with the latter. Operations must be confined to dealings with large importing houses, most of whom have offices or agencies in Europe. Local conditions must be studied if the trade is to be exploited properly, but incidents pass through the European buying office. Chinese imports have a value of over £70,000,000 annually. This is little more than one-tenth the value of the imports of the United Kingdom, which has little more than one-tenth the population of China. Thus per capita imports of China are little more than one-per-cent of the per capita imports of the United Kingdom. A statistical fact expressed in this form is now exported to the Pacific ports of the United States. All these activities mean that foreign machinery is required, and British workshops are supplying the greater portion of the demand. Railway enterprises are expanding year by year, and while the rails and other semi-manufactured metals are supplied by the imperial works at HanYang, the importation of rolling stock and other equipment reaches a very high figure.

THE DEVELOPMENT OF CHINA.

NEW KOREAN NAVAL PORT.

Street-building at Kendo (Kron-dong in Korea) has actually been started, says the *Seoul Press*. Kendo is opposite Masan, across the Bay of Chinhae, and promises to be one of the finest cities in Korea as the centre of Chinhae naval port. Ground in this future city is leased on strict conditions, evidently for the double purpose of preventing any speculation in leasehold, and of securing uniformity in the streets. Or, however, the glowing future of the place, as well as the exceptionally cheap rent, which is little more than nominal, a great many applications for the lease of houses have been received by the naval authorities. Some one hundred of them were recently accepted. Says the *Seoul Press*:—"Among these more fortunate applicants we notice some very prominent Japanese firms, such as Mitsui, Okura and Takata; and the list sufficiently shows that the authorities have made a happy choice on the whole. About 500 houses, we learn, are to be built by them, and it is expected that the great majority of the buildings will be ready to occupy the close of October next. The authorities have still in hand nearly three thousand applications for lease-holds, out of which a second set of favoured applicants will be selected. On the other hand, engineering work for naval buildings is in progress. If no unforeseen hindrance occurs it is hoped the Coast Defence Corps at Songoing will remove to Kendo. In view of this extensive building work many artisans and traders are flocking to the town. At a village near Kendo there are already 300 Japanese residents, most of whom failing to find house are taking lodgings with native inhabitants."

China, including Hongkong, purchases British cotton manufactures to the value of about £10,000,000 annually, or 40 per cent of this enormous value being for dyed cotton piece goods. The next most important department is that of iron and steel, which has a value in excess of £1,000,000 sterling annually, the principal items being tin-plated and galvanized sheets. Other goods of great importance in British trade with China are machinery, woollen piece goods, tobacco, and of considerable but less importance are chemicals, copper goods and soap. Recent greatest relative increases have been in chemicals, cottons, machinery, lead, soap, tobacco and woollen goods.

A MARKET FOR CHEAP WARE.

A feature of Chinese trade is the large quantity of old iron imported in many forms, such as horse-shoes, railway spikes, wire ropes, and general scrap iron. Labour is cheap and these things are worked up, welded and forged into shapes for many purposes, the saving in cost of material more than compensating for the extra labour expended upon such a process of manufacturing. Contact with the west is modifying the fashion in Chinese footwear. Paper and felt were, and are, the materials of the native footgear, but leather is appealing to the consumer by reason of its greater lasting properties. Only very shoddy boots, however, find a sale among Chinese. The European officials seldom pay more than 6/- or 7/- a pair for boots, while the lower classes purchase at about 3/- a pair. Hand labour is cheap, and native craftsmen turn out presentable work to sell at the prices mentioned.

Imported goods sold to the average Chinaman are usually of very cheap grade. Substantiality is a secondary consideration. The Oriental is

careful in handling articles of household and personal use to that strength is not such an important quality as it would be if the buyers were less careful. The Japanese, who are fast learning to manufacture for their own market, and for the sister market of the Celestial Empire, are adept in the production of cheap showy goods, and they are supplying every year larger quantities for Chinese consumption.

FLOWERY DESIGNS.

The Chinese are attracted by pictures and artistic and floral ornamentation upon wares offered for sale. Hand-mirrors, crockery and all other articles for domestic use appeal to them when decorated with flowers and figures. Exporters to China will materially increase their sales by catering to this aspect of Chinese taste. The same advice is applicable to all goods sold in packages in the Chinese market. Containers and labels should be specially designed to gratify Chinese ideas of the artistic if the goods are to obtain their utmost sale possible. Some French and German houses have studied this feature of Chinese trade, and by the use of containers appealing to Oriental conceptions of the artistic, have increased their trade very much.

While cheapness is desirable, quality, up to the standard required by the market, must be studied. Only the excess quality, in so far as it increases prices, must be avoided. Brands and trade marks have a value in China, and the exporter should make his trade mark conspicuous if he would establish a permanent trade in his commodity. Fraud is common in brands and trade marks impressed and printed upon goods sold in China, and the foreign manufacturer should do what he can to protect himself. Every brand should have Chinese characters that the consumer can read or recognise, and the brands should be properly recorded and protected at a Consulate.

Several hundreds of native Chinese newspapers are published, and the value of advertising is becoming apparent. A form of advertising adopted has had excellent results. In Shanghai a British association has its headquarters, and with the help of a competent staff of native writers, linguists and distributors, the chief cities of the empire have been served with a house-to-house distribution of samples of various kinds of cotton goods, marked in Chinese and their uses. Although direct business is not sought, the system has been fruitful of business through the medium of the importing merchant houses.

CHINESE INDUSTRIES.

With all this stirring of the dry leaves of Chinese industrial conservatism it must not be supposed that China is a dead land, and allowing her market to be flooded by European, American and Japanese products without an attempt to meet her newly found needs by the employment of her own capital and labour. While China has not taken up western methods of manufacture with the promptness and keenness of Japan, yet manufacturing, as we know it, is engaging her attention and giving employment to thousands of her population. The textile industries have attracted more enterprise than any other branch of manufacturing. Cotton and wool manufactures and silk manufactures are the principal manifestations of these manufacturing enterprises, and the principal seats of these industries are at Shanghai, Canton, Chefoo and Wanching. There are soap factories at Nanking, iron and steel blast furnaces and rolling-mills working upon Chinese iron ore have attained a large output of steel rails and semi-manufactured iron and steel. Pig-iron of high grade is now exported to the Pacific ports of the United States. All these activities mean that foreign machinery is required, and British workshops are supplying the greater portion of the demand. Railway enterprises are expanding year by year, and while the rails and other semi-manufactured metals are supplied by the imperial works at HanYang, the importation of rolling stock and other equipment reaches a very high figure.

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Newchwang	Ichang	Kwangchow
Taiwan	Chungking	Peking
Port Arthur	Hankow	Hohow
Chefoo	Ningpo	Lungchow
Welhaiwei	Wenchow	Mengtze
Kiaochan	Santa	Hokow
Taiwan	Poochow	Szemo
Makden	Amoy	
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JAPAN AND FORMOSA		
Tokyo	Osaka	Keelung
Yokohama	Moji	Tainan
Hyogo	Nagasaki	Takow
Kobe	Hokodate	Apping
Shimonoseki	Tsushima	

EASTERN SIBERIA		
Vladivostok	Nicejewsk	
Seoul	Wonsan	Mokpo
Chemulpo	Fusan	Chinsampo
Kunsan	Pingyang	Songhoin

FRENCH INDO-CHINA		
Hanoi	Annam	Tourane
Haiphong	Hue	Seigon
Tonkin Provinces	Quinhon	Cantodge

PHILIPPINES		
Manila	Iloilo	Cebu
Sarawak	Labuan	British N. Borneo
BANGKOK		

MALAY STATES		
Singapore, Penang, Malacca, Prov. Wellesley		
Johore	Malacca	Selangor
Pahang	Johore	Perak

NETHERLANDS INDIA		
Batavia	Samaranga	Padang
Brinjar	Sourabaya	Macassar
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British	German	Austrian
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COASTED PLANS OF PLACES OF FOREIGN PORTS
MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KOREA AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, THAIWANE

SHIPPING IN PORT.

STAMBERS	
BERID, Norwegian str., 1102, Falkland, 21st March—Bathok 12th March, Rice and General—Chinese.	
CATHAY, Danish str., 2649, H. Kruse, 21st March—Port Said 15th Feb, General—Melchers & Co.	
CATHERINE APOL, British str., 2040, L. E. Townsend, 31st March—Singapore 24th March, General—David Sassoon & Co.	
EMPEROR OF CHINA, British str., 3046, B. Arnold, 21st March—Vancouver, B.C., 23rd February, Mail and General—Canadian Pacific Rly. Co.	
FOOTING, British str., 1428, W. D. Walsh, 23rd March—Wellbaird 17th March, Vermicelli—Jardine, Matheson & Co.	
FURUKA MARU, Japanese str., 1146, S. Kuma-waki, 16th March—Mojito 10th March, Coal—Mitsui Bishi-Goshi Kwaisha.	
GATTEVAL, British str., 2845, J. W. Steel, 12th March—Rangoon 27th Feb, Rice—Mitsui Bussan Kaisha.	
HAYKAR, British str., 1277, G. I. Spink, 28th March—Taichang, Chefoo and Welbaird—Mitsui Bussan Kaisha.	
HERCULES, Norwegian str., 2439, B. Wilhelmsson, 31st March—Portland, Oregon 24th Feb, General—Portland & Astoria S.S. Co.	
HIBANO MARU, Japanese str., 5282, H. Fraser, 27th March—Shanghai 24th Mar, General—Nippon Yusen Kaisha.	
HOLSTEIN, German str., 1101, D. Henk, 7th March—Haiphong and Hoihow 5th March, General—Jensen & Co.	
HEIN CHANG, Chinese str., 1250, J. W. Talaw, 26th March—Shanghai 23rd March, General—C. M. S. N. Co.	
HEUNG SHUN, Chinese str., 508, Markussen, 9th March—Manila 6th March, Ballast—Order.	
INABA, British str., 3925, A. R. Grallum, 26th March—Durban 25th Feb, General—Jardine, Matheson & Co.	
KENNERLY, British str., 3301, Beyhori, 26th March—Sourabaya 18th March, Oil—Standard Oil Co.	
KIANG CHING, Chinese str., 1002, F. A. Brissander, 27th March—Chinkiang 23rd Mar, General—Tung Lee.	
KOWLOON, German str., 1334, Vestper, 6th March—Hongkong 4th March, Coal—Hamburg-American Line.	
MACHEW, German str., 1234, Wolf, 29th March—Bangkok 19th March, Rice and Meal—Butterfield & Swire.	
MANDARIN MARU, Japanese str., 3245, T. Ota, 28th March—Milika 22nd March, Coal—Mitsui Bussan Kaisha.	
MEXICO MARU, Japanese str., 3759, N. Kobayashi, 23rd March—Tacoma 18th Feb, General—Osaka Shosen Kaisha.	
OANPA, British str., 5810, W. Cope, Lyost, 24th March—Victoria via Japan 22nd Feb, General—Butterfield & Swire.	
ORSA, British str., 1737, A. G. Smith, 30th March—Chingwangtao 25th March, Coal—China Engineering & Mining Co.	
PAKIAI, German str., 1018, S. Wenzel, 6th March—Bangkok 26th Feb, Rice and Sealwood—Butterfield & Swire.	
PITSANULOK, German str., 1267, Reimers, 30th March—Saigon 26th March, Rice—Butterfield & Swire.	
PONG TONG, German str., 997, W. Betsfah, 8th March—Bangkok 5th March, Rice—Order.	
SAMER, German str., 993, B. Petersen, 30th March—Saigon 26th March, Rice and Sealwood—Norddeutscher Lloyd.	
SOSHU MARU, Japanese str., 1805, K. Sukawa, 27th March—Anping 25th March, General—Osaka Shosen Kaisha.	
SPER, Norwegian str., 976, W. Horn, 11th March—Manila 7th March, Ballast—A. Bunn.	
STANDARD, Norwegian str., 894, A. B. Bull, 31st March—Saigon 25th March, Rice and Paddy—Order.	
TAMING, British str., 1350, G. H. Pennefather, 31st March—Manila 25th March, Hemp, Sugar and Copper—Butterfield & Swire.	
TRIKINI, Dutch str., 2838, H. Koope, 14th March—Meassur and Billiton 5th March, Sugar and General—Java-China-Japan Lijie.	
TUNGSHING, British str., 1172, L. Hussey, 4th March—Wakamatsu 27th February, Coal—Jardine, Matheson Co.	
VERTFOLD, Norwegian str., 1172, Bertelsen, 30th March—Bangkok 22nd March, Rice—China-Siam S. N. Co., Ltd.	
VICTORIA, Swedish str., 993, Th. Ebert, 30th March—Palo Laut 21st March, Coal—Olaf Wijk & Co.	
WALTON HALL, British str., 4766, J. Leary, 16th March—New York, Kerosene Oil—Standard Oil Co.	

HONGKONG TIDE TABLE.

From April 3rd to 9th, 1911.

Days of Week	HIGH WATER			LOW WATER		
	Days of Month	H'kong Mean Time	Height	H'kong Mean Time	Height	ft. in.
Mon.	3	11 2	6	5 23	2	6
Tues.	4	1 8	4	5 33	3	2
Wed.	5	2 46	4	5 46	3	7
Thurs.	6	3 54	4	6 00	4	1
Fri.	7	5 02	4	6 14	4	1
Sat.	8	6 10	4	6 28	4	1
Sun.	9	7 18	4	6 42	4	1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 2nd.

Previous On Date On Date			
Day	at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer	22.97	30.10	30.00
Temperature	63	67	67
Humidity	87	77	74
Wind Direction	E	East	E
Force	4	3	3
Weather	op	b	b
Rain		0.03	

Highest open air Temperature on 1st: 66.
Lowest open air Temperature on 1st: 51.

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, March 22.

Malayan Companies.		Singapore Fraser & Co's Prices, Feb. 22.		Malayan Companies.		Singapore Fraser & Co's Prices, Feb. 22.	
Per value each share \$1. Calls paid up are—	Dividends	Share \$1. Calls paid up are—	Dividends	Per value each share \$1. Calls paid up are—	Dividends	Share \$1. Calls paid up are—	Dividends
15/ paid		fy. paid		15/ paid		fy. paid	
Alor-Pongau	1.30	75%	10	Malacca Ordinary	8.50		
Anglo-Johore				Merlimau	5/8		
Anglo-Malay				Merton Syndicate			
Bakap				Mount Austin			
Batang				Narborough East			
Batu Caves	15.100	105%	10	North Bannock			
Batu Kawan				Padang Jawa			
Batu Tiga	4.126	10%	10	Pandan Johore	3/7	15%	10
Berangas Selangor				Pataling	2.180	200%	10
Berangas Perak				Perak (Johore)	8/	124%	10
Do. Ordinary				Pereiro Est.			
Bidor				Prye		10%	10
Blands Selangor				Ratanui			
Bukit Celo				Rembia	1.76		
Bukit Kajang	2.100	64%	10	Rim			
Bukit Mertajam	3/6			R. Est. of Krian			
Bukit Rajah	14.100	60%	10	S. of Johore			
Bukit Selangor				Seaford	11.00	50%	10
Castfield	6.50	75%	10	Selangor	6.100	15%	10
Changkat Salak R. and Tin.				Selator Rubber	2.186	225%	10
Chersonese	4			Sempah			
Chiovit				Sendayan	1.126pm		
Chota Rubber				Seremban	4.126	15%	10
Cicely Ordinary	2.80	100%	10	Serangon			
Preferred	2.80	102%	10	Shelford	3.176	10%	10
Consol. Malay	1.40	80%	10	Signiting (N. S.)			
Damansara	7.73	60%	10	Singapore Para	6/	124%	10
Dennistown				Straits (Bertan)	8/	174%	10
Enab. Selangor	11	30%	10	Stratmore R.			
Enab. Selangor				Sungei Choh	4.100		
Ena Koa Est.	80%	10	15/	Sungei Kapar	12/9	25%	10
Garing (Malacca)				Sungei Kruit			
Golconda	5.50	25%	10	Sungei Liang			
Golden Hope	5.00	20%	10	Sungei Salak	4.120		
Gula-Kalumpung				Sungei Way	5.160	124%	10
H. and Lowlands	5.30	30%	10	Tangkah			
Inch Kenneth	13.100	60%	10	Third Mile			
Johore Para				Tremelby			
Johore R. Lands				Ud. S. B. B. B.		10%	10
Jong-Landor				Ud. S. B. B. B.			
Jura (Ordinary)				Ud. S. B. B. B.			
Jura Estates				Vallambrosa	1.163	75%	10
Kong Kuantan							
Kamuning	5/8 pm	15%	10				
Do. "B"	8.100	20%	10				
Kapar Para							
Kellars							
Kepong							
Killinghall							
Kinta Kollas							
Kinta Kollas							
Kota Tinggi	2						
Kota Tampan							
Krubong							
Kuala Klang							
Kuala Lumpur	7.176	75%	10				
Kuala Pahang							
Kuala Selangor							
Labu							
Lanadron	14/3	30%	10				
Ledoury	4.120	124%	10				
Linggi	8.120	10%	10				
Linggi	1.176pm						
London Asiatic	2.79	150%	10				
Lumut Est.	14/8	10%	10				
Madangley Est.	10/9 pm						
Malacca 74% Cum. Participating Pref	8.50	10	00				

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH	
Alcority, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Hongkong.	
Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain B. B. Kiddle, Shanghai.	
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.	
Brady, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Wainwright, Shanghai.	
Brimar, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. J. M. Barker, Hongkong.	
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai.	
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.	
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Vaul, Shanghai.	
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. G. C. Heathcote, Hongkong.	
Flore, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, en route to Singapore.	
Hardy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Gny, V.C., Hongkong.	
Lat, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Monroe, Hongkong.	
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Hongkong.	
Kent, armoured cruiser, 9,800 tons, 14 guns, 14,000 h.p., Capt. E. S. J. Farquhar, on cruise.	
Kiasha, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Yangtze.	
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Lt. Comdr. F. A. Boyne, Hongkong.	
Minotaur, armoured cruiser, (flagship) Vice-Admiral Sir A. L. Wintles, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.	
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Singapore.	
Moonraker, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Col. G. P. Leith, Hongkong.	
Newcastle, 2nd class cruiser, 4,000 tons, turbine, Captain George P. E. Hunt, D.S.O., Hongkong.	
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillierden-Woodward, R.N., Yangtze.	
Otter, torpedo-boat destroyer, 335 tons, 6 guns, 5,500 i.h.p., Comdr. Lamb, Hongkong.	
Rahin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Comdr. A. O. Douglas, West River.	
Sandiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. B. J. J. Southby, Hongkong.	
Saipu, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Malcolm Murray, Yangtze.	
Takt, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.	
Tymer, repeating ship, 4,650 tons, 6 guns, Commodore Byre, Hongkong.	

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. R. J. Buchanan, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. H. Baillie-Hamilton, Shanghai.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 5,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. R. L. Hancock, Hongkong.
Whiting, torpedo-boat destroyer, 300 tons, 6 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.
Widgeon, gunboat 195 tons, 2 guns, 900 h.p., Lt. Comdr. M. H. Wilding, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooks, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

BEKANNTMACHUNG.

MR. HARRY FURNISS AND THE ANKLE-SKIRT.

The Times of March 10th has the following letter:—
 Sir,—Is it too late to suggest that one or more of our fashionable portrait painters should paint some of their fair and fashionable sitters in the latest dress? I am convinced that, if our artists and their sitters would lead, the public would follow them. I do not mean follow them in the sense of the old adage, "follow the leader," but that the better class, far from the madding hordes of the crowd, could, in the quietude of the Royal Academy, see how artistic and attractive this new dress can be made.

Now is the chance for ladies to adopt a sensible and sanitary attire. To my mind this ankle-skirt could, and should, be made a permanent fashion—and a comfortable and attractive one, if only the ignorance and vulgarity of the men and women in the street could be lived down.

Fashion was muzzling. It rushes on in its mad career to extremes. After the "hobble-skirt" we were promised the return of the crinoline; probably after that the *quasi*-Greek. Now that we have the ankle-skirt let us stick to it. It can be varied every season and so satisfy the Parisian *courtisane* and the American visitor; but in the case of common sense, comfort, and hygiene, let us adopt the ankle-skirt as a permanent muzzle to the silly, changing, uncomfortable, and microbe-gathering costumes of the over-designing dressmaker inventors.

Apart from its utility and picturesqueness the ankle-skirt is, when compared with the others I have mentioned, the only decent one. The hobble-skirt is—or was—positively indecent. So was the hideous crinoline, and the *quasi*-Greek fashion was designed as the climax of impudic when France both in its morals and its fashions outraged civilization.

In the days of "Fashionable Beauties" the new dress could have been made popular in society within a week. It is possible the private view of the Royal Academy may find some guests sufficiently plucky, and attractive to appear as a walking advertisement for the ankle-skirt; but how far better would it be to see the portraits of ladies painted wearing them—for attractive portraits influence fashion more than anything else.

When that American lady Mrs. Amelia Bloomer started the world 60 years ago, making herself ridiculous and her name immortal, she, in the fashion of that day of ugliness in everything connected with dress and decoration, adopted in it everything that was hideous from her wide, flat, flapping hat tied under the chin to her wide, flat, heelless slippers with square black toe-caps.

The reason so many Englishwomen object to this ankle-skirt is that they are told by their French and American rivals they have large feet. The fact is, in days gone by, Englishwomen wore large, shapeless boots. The long, narrow foot of the English girl—such as Trilby's—is preferable to the squat, short-footed French foot or to the narrow, low instep of the American beauty. Besides, the ankle-skirt can be made like the end of a Christmas cracker, and thus hide the feet, which any woman with anything approaching a shapely foot would never do.

What has done more to scotch, if not kill, the sensible dress is its name. In trying to think of one at the moment of writing I have hit upon the "ankle-skirt" but if any modern Gainsborough will paint it there is no reason why the "Sergeant skirt" should not become as famous as the "Gainsborough hat."—Yours truly,

HARRY FURNISS.

Garriek Club, March 2.

WEATHER REPORT.

On the 2nd at 11.55 a.m.—The barometer has risen considerably over E. Japan, and fallen moderately on the N.E. coast of China and at Vladivostok.

The high pressure area shifted Eastwards and lies now over E. Japan.

Pressure has increased slightly over S. China. It remains relatively low over the S. part of the China Sea.

Fresh E. and N.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (E. & N.E. winds, fresh fair.) Same as No. 1.

Formosa Channel (Same as No. 1.)

South coast of China between (Same as No. 1.)

Hongkong and Lamook. (Same as No. 1.)

South coast of China between (Same as No. 1.)

Hongkong and Hainan. (Same as No. 1.)

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Luetow* left Shanghai on the 2nd instant, at 1 p.m., and may be expected here to-day at 6 p.m.

The Indo-China str. *Kunming* left Calcutta for the Straits and Hongkong on 29th ultimo, and is due here about the 14th inst.

The C. P. B. Co.'s str. *Empress of Japan*, which left here on the 11th ultimo, arrived at Vancouver, B.C., on the 31st ultimo, at 4 a.m.

The P.M. S.S. Co. str. *Perla* from this port arrived at San Francisco on the 31st ultimo.

TERROR OF THE PLAGUE.

DR. CANTILE ON ITS SPREAD AND PREVENTION.

We take the following from a London paper:—

The terror of the word plague, the fascination it exercises on all the peoples of the world, and the instinct which makes women hate vermin, were the subject of a lecture given by Dr. James Cantile at the Royal Society of Arts last night, under the title of "Plague and its Spread."

The lecturer gave details and showed microphotographs of the *Bacillus pestis*, the prime cause of the disease, and also a full description of the disease from a medical and surgical point of view, but the dominant note of his discourse was the terrible mystery of the thing which passed, "swinging like a pendulum" from one side of Asia to the other—from Arabia to the China Sea—and brought death in its train.

"From plague, pestilence, and famine," said Mr. Cantile, "is the beginning of one of the most solemn petitions in the Prayer-book. There is no plural about the word plague. It is the first and foremost amongst dread diseases." One of the most perfect descriptions of plague was to be found in *Leviathan* and the first book of Samuel, when the Ark of the Covenant in its movement, caused "emerods." He believed that the horror which all human beings—more especially women—had for rats and vermin generally was due to the instinctive fear of disease.

As to the peculiarities of the disease itself, Dr. Cantile classified it into three stages:—(1) Pustular Plague, (2) Bubonic Plague, and (3) Pneumonic Plague. The first of these has not been understood until lately. In Hongkong, when Dr. Cantile was at work amongst the plague patients, or rather before the plague broke out in its more malignant form, he had a large number of patients who were suffering from something which seemed like mumps, although it appeared in different parts of the body. It was found later to be plague, which often came before the true pest appeared amongst the population of a district.

Plague has inspired many splendid instances of heroism. The story of Eyam is well known, but Dr. Cantile's simply told story of Hongkong was just as splendid. It was only a few words. "No Englishman ran away. I do not believe any one ran away; and every soldier in the garrison volunteered to act as a nurse or to collect the dead." Many of the Shropshire Regiment got pestis minor, but only one European died. He was, curiously enough, employed in making disinfectants.

As to practical measures for prevention, Dr. Cantile advised that the Clayton process be used for killing vermin on all ships which came to our shores from infected ports, and the construction of ratproof farm buildings.

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BARCLAY, PERKINS' FAMOUS LONDON STOUT.

The Leading Brand

in ENGLAND.

The best that can be obtained.

SOLD EVERYWHERE.

SOLE AGENTS FOR CHINA: DADY BURJOR & Co. Wholesale Wine & Spirit Merchants.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of Mar.	JAPAN	Second half of Mar.
TJIMAH	JAPAN	First half of April	JAVA	First half of April
TJIKINI	JAVA	First half of April	JAPAN	First half of April
TJIPAREM	SHANGHAI	First half of April	JAVA	First half of April
TJIPANAS	JAVA	Second half of April	JAPAN	Second half of April
TJILATAP	JAVA	Second half of April	JAPAN	Second half of April
TJILIWONG	JAVA	First half of May	SHANGHAI	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

Yok Buildings, 1st Floor. Hongkong, 27th March, 1911.

Telephone No. 375.

17

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK and SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG and VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN and BALTIC PORTS	"CATHAY"	About 20th April.
SHANGHAI, YOKOHAMA and KOBE	"ARABIA"	About end of April.

For Further Particulars, apply to

MELOHERS & CO., AGENTS.

Hongkong, 15th March, 1911.

16

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELHI	8000	1 P.M. SATURDAY	May 13	May 19
ASSAYE	7500	April 15	May 27	June 2
DELTA	8000	May 13	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £43.8 5 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tonnage	Leave HONGKONG	Due LONDON
PALAWAN	4700	April 5	May 22
BORNEO	4600	April 19	June 5
SICILIA	6700	May 17	July 3
SUMATRA	4600	May 31	July 17
NILE	6700	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd SALOON £38.10 5 57.4

Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

4231

E. A. HEWETT.

SUPERINTENDENT.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE. "PEKING" On 22nd April.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, ARTIEBOLAG.

Hongkong, 27th March, 1911.

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THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., & SEATTLE

SHANGHAI AND JAPANESE PORTS.

STEAMERS Tons Captain To Sail on or About

STRATHARDLE 4380 Liment 13th April.

SUVERIC 6322 F. S. Cowhey 4th May.

To be followed by other Steamers of the Company at regular intervals.

The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all

overland Common Ports in the United States of America and Canada, and also for the

Chief Ports in Mexico, Central and South America. Will call at AMOY and

KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation

for steerage passengers and a limited accommodation for Cabin Passengers; they are fitted

throughout with Electric Light, the "Lumina" and "Orterio" also having Wireless

Telegraphy. Special Arrangements have been made for Express Parcels to American and

Canadian Ports.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,

TELEPHONE No. 780.

KING'S BUILDING, PRINCE CENTRAL.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE

QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH

AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Metal) EAST LONDON, PORT ELIZABETH and

CAPE TOWN with transshipment at COLOMBO.

PROPOSED SAILINGS.

From Hongkong: (Sailed) 18th April.

From Colombo: S.S. DUNERIC 14th April.

S.S. KATANGA 12th May.

For rates and further information, apply to—

THE BANK LINE, LIMITED,

(MANAGING AGENTS).

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to—

ANDREW WEIR & Co.

(THE BANK LINE AGENCY),

Hongkong, 31st March, 1911.

KING'S BUILDING (Fourth Floor). 1175

VISITORS AT HOTELS.

HONGKONG HOMER.

Mrs E. Abbott	Mr. G. T. Lloyd
Mr. J. I. Andrew	Mr. S. Lowry
Mr. and Mrs. J. H. Backhouse	Mrs. Lubbock & maid
Mr. E. H. Beck	Mr. E. E. Lubbock, R.N.
Mr. and Mrs. P. E. Beckool	Mrs. Lubbock
Mrs. M. B. Blinchoff	Mr. G. H. MacDonald
Mr. and Mrs. Blackstock	Mrs. G. MacKinnon
Mr. and Mrs. N. P. Blanche	Mr. O. Harcourt
Mr. A. Boddington	Mrs. K. MacKinnon
Mr. J. W. C. Bonnar	Mrs. W. MacKinnon
Mr. and Mrs. C. Van	Mrs. W. MacKinnon
Mr. O. Bowack	Mr. and Mrs. Van
Mr. W. Broad	Mr.

SHIPPING

ARRIVALS

CHIYEN, Chinese str., 1,177, Stewart, 1st April—Shanghai 29th March, General—C. M. S. N. Co.

CHOWHONG, British str., 1,424, Courtney, 1st April—Shanghai 28th March, General—Jardine, Matheson & Co.

CHYNSANG, British str., 1,418, G. P. Mattock, 1st April—Sourabaya 22nd March, Sugar—Jardine, Matheson & Co.

CHARA JUBEN, Ger. str., 1,103, J. Baudixen, 1st April—Wakana 23rd March, General—Jensen & Co.

DEVANHA, British str., 4,785, H. Powell, 1st April—Shanghai 28th March, Mails and General—P. & O. S. N. Co.

FRITZHOFF, Norwegian str., 893, O. Andersen, 2nd April—Pulo Laut 23rd March, Coal—Aarstad, Thorsen & Co.

HAIRAN, British str., 1,183, J. S. Roach, 2nd April—Fookow, Amoy and Swatow 1st April, General—Douglas, LaPraik & Co.

HALEIS, Norwegian str., 1,065, G. Solberg, 1st April—Bangkok and Swatow 31st March, General—Chinese.

HON CHANG, Chinese str., 1st April—Canton.

LOCHIN, German str., 1,020, W. Tarnhorst, 1st April—Bangkok and Swatow 31st March, Rice—Malchers & Co.

MARKURIA, American str., 8,750, A. Dixon, 1st April—San Francisco 28th February, General—P. M. S. S. Co.

MONTAGUE, British str., 6,163, W. Davison, 2nd April—Vancouver 6th March, Lumber and Salt Fish—Canadian Pacific Railway Co.

NANCHANG, British str., 1st April—Canton.

PEIKUNG, British str., 4,299, R. Robinson, 2nd April—Shanghai 30th March, General—Butterfield & Swire.

SAUBER, Rickmers, Dutch str., 573, D. E. Booye, 1st April—Swatow 31st March—Asiatic Petroleum Co.

SEANGHIE, British str., 3,787, J. Travis, 2nd April—Rangoon, Penang and Singapore 28th March, General—Order.

SHINTO MARU, Japanese str., 2,873, Mutsunoto, 1st April—Moji 26th March, Coal—Mitsui Bussan Kaisha.

SUNGHANG, British str., 987, H. Mathias, 2nd April—Hollow 1st April, General—Butterfield & Swire.

TAMAR MARU, Japanese str., 2,263, Y. Fujita, 1st April—Moji 27th March, Coal—Mitsui Bussan Kaisha.

TIENSTIN, British str., 1,215, Trowbridge, 1st April—Tientsin 23rd March, Groundnut—Butterfield & Swire.

TIENODAS, Dutch str., 2,000, M. v. Wijk Jurinus, 1st April—Batavia, Sugar and General—Java-China-Japan Line.

TYNHAIR, Dutch str., 1,234, J. P. Scholte, 1st April—Moji 24th March, General—Java-China-Japan Line.

TRIUMPH, German str., 863, Jensen, 2nd April—Bangkok 24th Mar., Rice—Jensen & Co.

DEPARTURES

1st April.

AAJAN, British str., for Singapore.

ARRATON APAR, British str., for Singapore.

BONING, German str., for Swatow.

DEVANHA, British str., for Europe & C.

HONGKONG, French str., for Pakhoi.

JAPAN, British str., for Shanghai.

KJED, Norwegian str., for Wakanuata.

PROMINENT, Norwegian str., for Shanghai.

RIGEL, American str., for Haiphong.

SULTAN V. LANGKAT, Dutch str., for Woonung.

UNDA, British str., for Haiphong.

YUENHANG, British str., for Manila.

2nd April.

CHENAN, British str., for Shanghai.

CHOYANG, British str., for Canton.

DATIN MARU, Japanese str., for Swatow.

DEVANHA, German str., for Hollow.

HAIRAN, British str., for Swatow.

HUICHOW, British str., for Tientsin.

LANDRAT SCHAFF, German str., for Hollow.

NANCHANG, British str., for Chefoo.

ONSANG, British str., for Canton.

PETCHABURI, German str., for Swatow.

TIENODAS, Dutch str., for Yokohama.

TSINANFU, Norwegian str., for Nagasaki.

SHIPPING REPORTS

The British str. *Haiphong* reports Had mod. Easterly wind and cloudy, clear weather.

The British str. *Haiphong* reports: Moderate N.E. wind, clear and fine weather all the way.

The Dutch str. *Yinanki* reports: On the S.E. of O. Line a picked up 7 men of a Japanese fishing boat in a heavy N.E. gale at 430 p.m., on 18th March, the night before a Japanese steamer passed there, but she could not pick them up. We landed them in Yokohama.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Chiyo Maru* with mails, &c., from San Francisco, to the 8th ultimo via Honolulu, arrived at Yokohama on the 25th ult., and is due to arrive here to-morrow.

The P. M. S. S. Co. str. *Asia* sailed from San Francisco on the 15th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 12th instant.

The P. M. S. S. Co. str. *Mongolia* sailed from San Francisco on the 21st ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 21st instant.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire* from Sydney, &c., left Port Darwin, on the 28th ult. for Timor, Manila and this port.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 22nd ultimo p.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Waldeemar*, carrying the German Mails with dates from Berlin, of the 8th ult., left Colombo on the 26th ult. p.m., and may be expected here on or about the 6th instant a.m.

THE INDIAN MAIL.

The Indo-China str. *Namsang* left Calcutta for the Straits and Hongkong on the 22nd ult., and is due here about the 7th inst.

MERCHANT STEAMERS.

The H. A. Line str. *Preussien* left Shanghai on the 31st ultimo a.m., and may be expected here to-day p.m.

The Mergul Line str. *Pattani* left United Kingdom on the 12th ultimo for Hongkong via Straits.

The "Den" Line str. *Dennose* from Leith, Middlesbrough, London, left Singapore on the 28th ultimo morning for this port.

The H. A. Line str. *Suevia* left Singapore on the 29th ultimo p.m., and may be expected here on or about the 5th instant a.m.

The str. *Teiwa* left Singapore for this port on the 30th ultimo, and may be expected here on or about the 7th instant.

The O.S.K. str. *Chicago Maru* from Tacoma arrived at Yokohama on the 24th ultimo, and left again for this port via Kobe and Manila, and is expected to arrive here on the 11th inst.

The Olof Wijk & Co. str. *Peking* left Port Said on the 24th ultimo, and is expected here on the 21st instant.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP via SINGAPORE, &c.	PALAWAN	Brit. str.	—	C. R. Longdon, R.N.R.	P. & O. S. N. Co.	About 5th inst.
LONDON, K.C. via USUAL PORTS OF CALL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 15th inst. at Noon
LONDON & ANTWERP via SINGAPORE, &c.	BORNEO	Brit. str.	—	W. H. S. Hall, R.N.R.	P. & O. S. N. Co.	About 19th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BEIGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 10th May
COPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	—	H. Kruse	MELCHERS & Co.	About 20th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	PREUSSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	Tomorrow
HAVRE, BREMEN & HAMBURG, &c.	RHEINFELS	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	On 20th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	SUEVIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERIKA LINE	On 12th inst. at D'light
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Ger. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 14th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	ALBESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 26th inst. at D'light
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	KANO MARU	Ger. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 26th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	SENEGAMBIA	Ger. str.	k. w.	Golkhorn	HAMBURG-AMERIKA LINE	On 26th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	ART MARU	Ger. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 10th May, at D'light
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	LUETZOW	Ger. str.	—	B. Wilhelm	MELCHERS & Co.	On 5th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	AUSTRIA	Aust. str.	—	Raich	SANDER, WIELE & Co.	On 26th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	SAINT PATRICK	Brit. str.	—	—	DODWELL & Co., Ltd.	About 14th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	GHAZEE	Brit. str.	—	—	DODWELL & Co., Ltd.	About 7th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	E. Arohibald	CANADIAN PACIFIC R. Co.	On 8th inst. at 7 A.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	MONTAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 15th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	MEXICO MARU	Jap. str.	—	K. Noda	OSAKA SHOSEN KAISHA	Tomorrow, at Daylight
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	Griwara	NIPPON YUSEN KAISHA	On 25th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	AWA MARU	Jap. str.	—	Lamant	NIPPON YUSEN KAISHA	On 23rd May, at 4 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	STRATHARDLE	Brit. str.	—	—	THE BANK LINE, LIMITED	On 13th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	STRATHARDLE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 13th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	MANCHURIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 8th inst. at 5 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	CHIMO MARU	Jap. str.	—	W. W. Greene	TOYO KISEN KAISHA	On 14th inst. at 1 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	ASIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 21st inst. at 1 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	HERCULES	Nor. str.	—	Wilhelmussen	PORTLAND & ASIATIC S.S. Co.	On 5th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 10th inst. at 4 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 14th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	On 22nd inst. at D'light
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 12th May, at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	On 12th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 13th inst. at 11 A.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 12th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	BUYO MARU	Jap. str.	—	K. Hashimoto	TOYO KISEN KAISHA	On 19th inst. at 1 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	TAIBODAS	Dut. str.	—	M. v. Wijk Jurinus	JAVA-CHINA-JAPAN LINE	Quick despatch
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	CHOYANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 5th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	—	F. v. Binzer	MELCHERS & Co.	About 5th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	LINAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 6th inst. at 4 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	SUEVIA	Ger. str.	k. w.	Kotzke	HAMBURG-AMERIKA LINE	On 7th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	CHIHUVA	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	On 8th inst. at M'night
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	SCICLIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	About 8th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	NAMHANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 11th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	COLOMBO MARU	Jap. str.	—	E. Combes	NIPPON YUSEN KAISHA	On 12th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	AKHUI	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 13th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	BAYREN	Ger. str.	k. w.	Jäggw	HAMBURG-AMERIKA LINE	On 20th inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	PERING	Swed. str.	—	—	Olof Wijk & Co., Ltd.	On 22nd inst.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	ARABIA	Dan. str.	—	—	MELCHERS & Co.	About end of April
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	TULIOWO	Dut. str.	—	Van D. Jalink	JAVA-CHINA-JAPAN LINE	Quick despatch
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 5th inst. at 8 A.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	HAIRAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAPRAIK & Co.	Tomorrow, at 11 A.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	HAIRAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 5th inst. at 11 A.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	HAIRAN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 7th inst. at 11 A.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	HAIRAN	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 11th inst. at 11 A.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	HONGKONG	Brit. str.	1 m.	H. A. Hards	BUTTERFIELD & SWIRE	On 5th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	LOONGSANG	Brit. str.	—	Pennathor	BUTTERFIELD & SWIRE	Tomorrow, at 4 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	ZAFIRO	Am. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 8th inst. at 2 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	TEAN	Brit. str.	1 m.	A. W. Unterbridge	OSAKA SHOSEN KAISHA	On 10th inst. at 4 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	KAIFONG	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	On 11th inst. at 4 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	RUBI	Am. str.	—	E. Crosby	OSAKA SHOSEN KAISHA	On 18th inst. at 4 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	CEYLON MARU	Jap. str.	—	Fred. Pyne	NIPPON YUSEN KAISHA	On 20th inst. at 4 P.M.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	ISCHIA	Ital. str.	—	Belsito	CARLOWITZ & Co.	Tomorrow
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 13th inst. at Noon
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	TYNHAIR	Dut. str.	—	Bouman	JAVA-CHINA-JAPAN LINE	On 15th inst. at Noon

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG (via KWANG CHOW WANG).

Fortnightly Service in 58-hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

Hongkong, 25th March, 1911.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
* EMPRESS OF CHINA "Sat., 8th April	* EMPRESS OF IRELAND "Fri., 5th May
* MONTEAGLE "Tues., 18th April	
	From Quebec.
* EMPRESS OF INDIA "Sat., 29th April	* ALLEN LINE "Friday, 26th May
* EMPRESS OF JAPAN "Sat., 20th May	* EMPRESS OF BRITAIN "Fri., 16th June
* EMPRESS OF CHINA "Sat., 10th June	* ALLEN LINE "Friday, 7th July
* MONTEAGLE "Wed., 29th June	

"Empress" Steamships leave HONGKONG at 7 A.M.

"Monteagle" "at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDICK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TONS	TO SAIL
KOBE and YOKOHAMA	"PRINZ WALDEMAR,"	6,100	About 4th April.
	Capt. F. Iscke		
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUTZOW,"	17,300	Wed., 5th April, at Noon
	Capt. B. Wilhelm		
SHANGHAI, TSINGTAU, KOBE, YOKOHAMA	"PRINZ LUDWIG,"	18,300	About 5th April
	Capt. F. v. Binzer		
MANILA, Y.A.P. MARONN, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and Melbourne	"PRINZ WALDEMAR,"	6,100	Saturday, 22nd April, at D'light
	Capt. F. Iscke		

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Telefunken.

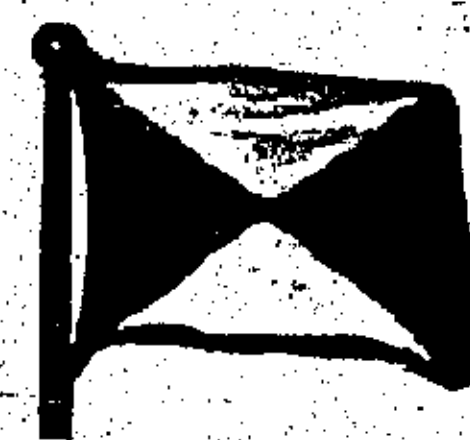
For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 29th March, 1911.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 10th April, 4 P.M.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 20th April, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 31st March, 1911.

PHILIPPINES S.S. Co.

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"HECULES"	3,789	Wilhelmussen	On 5th April, Noon
"STRATHLYON"	3,400	J. R. Shaw	On 15th April
"RYGJA"	3,807	Elvind Meyer	On 8th May

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN Capt. C. R. Longden, R.N.R.	About 5th April	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	STILIA Capt. C. W. Watkins, R.N.R.	About 8th April	Freight and Passage.
SHANGHAI	ASSAYE Capt. Owen Jones, R.N.R.	About 13th April	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELHI Capt. H. S. Bradshaw	Neon, 15th April	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO Capt. W. H. S. Hall	About 19th April	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd April, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, CEBU and LOILO	"TAMING"	On 4th April, 4 P.M.	
RAIPHONG	"SUNGKIANG"	On 5th April, Noon.	
SHANGHAI	"LINAN"	On 6th April, 4 P.M.	
SHANGHAI	"CHINHUA"	On 8th April, 11 P.M.	
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 10th April, 4 P.M.	
MANILA, CEBU and LOILO	"TEAN"	On 11th April, 4 P.M.	
SHANGHAI	"ANHUI"	On 13th April, 4 P.M.	
MANILA, CEBU and LOILO	"KAIFONG"	On 18th April, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A day qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

FARE: \$45 SINGLE and \$80 RETURN. Telephone 36.
For Freight or Passage apply to—
HONGKONG, 3rd April, 1911.

BUTTERFIELD & SWIRE,
AGENTS. [10]**HAMBURG-AMERIKA LINIE**IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG

OUTWARD.

FOR SINGHAI, KOBE & YOKOHAMA:	STEAMERS	TO SAIL	REMARKS
S.S. SUBVIA	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. PREUSSEN	4th April	
S.S. BAYERN	FOR MARSEILLES, ROTTERDAM & HAMBURG: S.S. ALESIA	14th April	
S.S. FREINFELS	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. RHEINFELDS	20th April	
S.S. SCANDIA	FOR MARSEILLES, HAVRE & HAMBURG: S.S. SENGAMBIA	28th April	
S.S. SLAVONIA	FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BELGRAVIA	10th May	
S.S. SAXONIA	FOR HAVRE, BREMEN & HAMBURG: S.S. SUBVIA	10th May	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 1st April, 1911.

Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. J. S. Resch...	TUESDAY, 4th April, at 11 A.M.
"HAIYANG"	Capt. W. C. Passmore...	FRIDAY, 7th April, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins...	TUESDAY, 11th April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 5 Days).

HAIMUN	Capt. J. W. Evans	WED'DAY, 5th April, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

Hongkong, 1st April, 1911.

GENERAL MANAGERS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"CHOYSANG"	Wed'day, 5th April, Noon	
MANILA	"LOONGSANG"	Saturday, 8th April, 2 P.M.	
SHANGHAI, KOBE and MOJI	"NAMSANG"	Tuesday, 11th April, Noon	
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 15th April, Noon	

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS)

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" have about every 3 weeks for
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A day qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted through-
out with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chafoo,
Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LD.,

GENERAL MANAGERS.

Hongkong, 3rd April, 1911.

U.S. MAIL LINE.**PACIFIC MAIL S.S. CO.**

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via
HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
MANCHURIA	27,000	SATURDAY, 8th April, at 5 P.M.
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.

Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO via
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on
SATURDAY, 8th April, at 5 P.M.

FARES: HONGKONG to LONDON £71 10s. Qd. RETURN, SIX
MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS
ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomatic, Consular
or Civil Services located in Asia, to European Officials in the Services of the Governments
of China and Japan. To United States Points: Commissioned Officers of the United States
Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls
stationed at Ports of Call. To United States and Canadian Points: Members of the Naval,
Military, Diplomatic and Consular Officials of the Governments of China and Japan. These
Special Rates apply when travelling at their own expense and to their families. To all points:
—Missionaries and their families.

INTERMEDIATE SERVICE.

ASIA	9,500 Tons	FRIDAY, 21st April, at 1 P.M.
PERSIA	9,000 Tons	FRIDAY, 19th May, at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 16th June, at 1 P.M.

THE S.S. "ASIA" will leave for SAN FRANCISCO via SHANGHAI, NAGA-
SAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st April, at 1 P.M.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA FIRST CLASS.
SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.
HONGKONG to SAN FRANCISCO via New York " " £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Company,
KNO'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

NIPPONYUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORTSAID	TANGO MARU Capt. K. Kawara, KAMO MARU Capt. F. L. Sommer, AKI MARU Capt. J. Richards,	8,000 9,000 7,000 7,000	WED'DAY, 12th April, at Daylight WED'DAY, 26th April, at Daylight WED'DAY, 10th May, at Daylight SATURDAY, 25th April, from Kobe
VICTORIA, B.C. and SEATTLE	SADO MARU Capt. J. Richards,	7,000	TUESDAY, 25th April, at Noon.
VICTORIA, B.C. and SEATTLE, via SHANG- HAI, MOJI, KOBE YOKOHAMA, and YOKO- HAMA	TAMBA MARU Capt. K. Noda, SAWA MARU Capt. Iizawa,	7,000 7,000	TUESDAY, 23rd May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winkler,	6,000 6,000	FRIDAY, 12th May, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	ORYLON MARU Capt. Fred. Pyno,	7,000	TUESDAY, 4th April, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler,	6,000	WED'DAY, 12th April, at Noon.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Mosses,	9,000	THURSDAY, 13th April, at 10 A.M.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes,	5,000	WED'DAY, 12th April, at Noon.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.
† Calling at Keelung and Shimizu.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

RATES OF PASSAGE.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer
TANGO MARU	8000	12th April	1st Class \$ 550.00
KAMO	9000	26th "	" " " 825.00
AKI	7000	10th May	" " " 350.00
MISHIMA	9000	24th "	" " " 540.00
KAGA	7000	7th June	" " " 500.00
			" " " 2nd Class \$ 330.00
			" " " 495.00

VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

RATES OF PASSAGE.

To Pacific Coast Common Points:

1st Class \$ 230

2nd Class \$ 230

To London via New York: 1st Class \$ 260

via St. Lawrence: 1st Class \$ 250

For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO, MANAGER.

14-40.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

Head Office for the Far East: 16, DES VOGUES ROAD, HONGKONG.

SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOUR arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE: LUDGATE CIRCUS LONDON, E.C.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO
to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC
LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
* CHIOI MARU	21,000	W. W. Greene	FRIDAY, April, 14th, 1 P.M.
* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
* TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIOI MARU" will be despatched for SAN
FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on FRIDAY, 14th April, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO).
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
BUYO MARU	10,500	K. Hashimoto	WED'DAY, April, 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKO-
HAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO,
IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0, "
" LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single "
" VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their
families when travelling at their own expense—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic,
Consular or Civil Services located in Asia, European Officials in the Service of the Govern-
ment of China and Japan.

TO CANADIAN and UNITED STATES POINTS:—Commissioned Officers of the
United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent
cuisine and accommodation.

"TENYO MARU" and "CHIOI MARU" are fitted with Turbine Engines and
Triple Screws. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 4th April, at Daylight
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 19th April, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 5th April, at 8 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings

708] S. HIROI, MANAGER

ORIENTAL BREWERY
LIMITED
(HONGKONG, CHINA)

RODI & WIENENBERGER,

A.G.
PFORZHEIM i/B.

THE Undersigned Agent keeps a STOCK of Genuine Rolled Gold Jewellery: Necklets, Bracelets, Brooches, Scarf-Pins, Watch-Chains, etc.

FOR INSPECTION INVITES:

HUGO C. A. FROMM,
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

51-4]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

FOR	FEE	DATE
Macao	Sui Tai ...	Monday, 3rd, 1.15 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma	Mexico Maru ...	Monday, 3rd, 5.00 P.M.
Swatow, Amoy and Foochow	Hailan ...	Tuesday, 4th, 10.00 A.M.
Macao	Sui Tai ...	Tuesday, 4th, 1.15 P.M.
Manila, Cebu and Iloilo	Tianhai ...	Tuesday, 4th, 3.00 P.M.
Batavia, Cheribon, Samarang and Sourabaya	Choyang ...	Wednesday, 5th, 10.00 A.M.
Shanghai	Hainan ...	Wednesday, 5th, 10.00 A.M.
Swatow	Singkiang ...	Wednesday, 5th, 1.00 A.M.
Haiphong		Wednesday, 5th.
Printed Matter and Samples		
Registration ... 10.00 A.M.		
(Registration with late fee of 10 cents up to 10.45 A.M.)		
Registration, Kowloon		
B.O. ... 10.00 A.M.		
No late fee ... 11.00 A.M.		
Letters ... 11.00 A.M.		
Shanghai	Linen ...	Thursday, 6th, 3.00 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Aldenharn ...	Thursday, 6th, 4.00 P.M.
Swatow, Amoy and Foochow	Haiching ...	Friday, 7th, 10.00 A.M.
Registration, Kowloon		
B.O. ... 4.00 P.M.		
Printed Matter and Samples ... 5.00 P.M.		
Registration ... 5.00 P.M.		
Letters ... 6.00 P.M.		
Saturday, 8th, 1.00 P.M.		
Shanghai	Loongsang	Saturday, 8th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)	Manchuria	Saturday, 8th, 4.00 P.M.
Manila, Cebu and Iloilo		Saturday, 8th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO		Saturday, 8th, 4.00 P.M.
Shanghai	Chinkua	Saturday, 8th, 4.00 P.M.
(SIBERIAN MAIL TO EUROPE)		Saturday, 8th, 4.00 P.M.
Swatow	Hainan	Sunday, 9th, 9.00 A.M.
Manila, Cebu and Iloilo	Zefiro	Monday, 10th, 3.00 P.M.
Manila, Zimboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Taiquan	Monday, 10th, 3.00 P.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 11th, 10.00 A.M.
Printed Matter and Samples ... 10.00 A.M.		
Registration ... 10.00 A.M.		
(Registration with late fee of 10 cents up to 10.45 A.M.)		
Registration, Kowloon		
B.O. ... 10.00 A.M.		
No late fee ... 11.00 A.M.		
Letters ... 11.00 A.M.		
Europe, &c., India via TUTICORIN		
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

BEAUTY IS ONLY ONE OF ITS MANY MERITS. HALL'S DISTEMPER

It is made in a wide range of 70 colours, including rich dark as well as light shades. It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur. It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off. It is washable three weeks after being applied. It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty. It is non-poisonous and clean in working. It destroys fleas, bugs, and other objectionable insects. Many of the colours will stand on new plaster walls.



"The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it."

SOLE AGENTS:
WILLIAM C. JACK & CO., LTD.,
14, DE CUVY ROAD CENTRAL, HONGKONG.

NOTICE.

WE beg to give the Public Notice that our Prices will be increased according to the new scale of duties imposed by the Government on the 16th instant. From the 1st April next. Until that date our Goods may be obtained at existing Rates. Our new Price List will be issued on the 1st April.

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD CENTRAL,
HONGKONG,

and
63, HAIPHONG ROAD, KOWLOON.

Hongkong, 28th March, 1911.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

April 1st.
ON LONDON—
Telegraphic Transfer ... 1/9 1/2
Bank Bills, on demand ... 1/9 1/2
Bank Bills, at 30 days' sight ... 1/9 1/2
Bank Bills, at 4 months' sight ... 1/9 1/2
Credits, at 4 months' sight ... 1/9 1/2
Documentary Bills at months' sight ... 1/9 1/2
ON PARIS—
Bank Bills, on demand ... 226 1/2
Credits, at 4 months' sight ... 226 1/2
ON GERMANY—
On demand ... 185
ON NEW YORK—
Bank Bills, on demand ... 43 1/2
Credits, at 60 days' sight ... 44 1/2
ON HONGKONG—
Telegraphic Transfer ... 133 1/2
Bank, on demand ... 133 1/2
ON CALCUTTA—
Telegraphic Transfer ... 133 1/2
Bank, on demand ... 133 1/2
ON SHANGHAI—
Bank, at sight ... 133 1/2
Private, 30 days' sight ... 133 1/2
ON YOKOHAMA—
On demand ... 67 1/2
ON MANILA—
On demand ... 67 1/2
ON SINGAPORE—
On demand ... 67 1/2
ON BATAVIA—
On demand ... 107 1/2
ON HAIPHONG—
On demand ... 1 1/2 p.m.
ON SAIGON—
On demand ... 1 1/2 p.m.
ON BANGKOK—
On demand ... 86 1/2
SOVEREIGNS, Bank's Buying Rate ... \$11.10
GOLD LEAF, 100 fine, per tael ... \$37.70
BAR SILVER, per oz. ... \$24.4

SUBSIDIARY COINS.

per cent.
Chinese ... 20 cents pieces ... \$7.00 discount.
Chinese ... 10 " ... \$7.30
Hongkong ... 20 " ... \$6.78
Hongkong ... 10 " ... \$7.19

SHARE LIST.—QUOTATIONS.

HONGKONG, APRIL 1st, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$880, buyers
National Bank of China, Limited	99,925	\$7	\$5	\$80, buyers
China Bank of Commerce, Limited	60,000	\$12	\$12	\$10, x div. sol.
China Light and Power Company, Limited	50,000	\$10	\$10	\$1
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$1
GOVERNMENT.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$6, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 48.
Laou-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 59.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	Tls. 50	Tls. 22 1/2
INDUSTRIES.—				
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$19 1/2
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55 1/2, sol. & buy.
New Amoy Dock Co., Limited	10,000	\$6 1/2	\$6 1/2	\$5 1/2, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 65, sellers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 94, buyers
Pearl & Co., Limited	18,000	\$25	\$25	\$5.
Green Island Cement Co., Limited	400,000	\$10	\$10	\$33, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$200.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$23, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$107, buyers
Manila Metropolitan Hotel Limited	8,000	\$5	\$5	\$67, buyers
Hongkong Ice Company, Limited	15,000	Ps. 10	Ps. 10	\$11, buyers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	\$16, buyers
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$17 1/2
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$124.
China Traders Insurance Co., Limited	24,000	\$53.33	\$25	\$120.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$335, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	\$152 1/2, buy.
Union Insurance Society, Limited	12,400	\$250	\$100	\$845, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$207 1/2.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$94, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$69, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$31, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 99.
West Point Building Co., Limited	12,500	\$50	\$50	\$47, buyers
MINING.—				
Société Française des Charbon de Tonkin	16,000	Fr. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$13.
Peak Tramways Co., Limited	25,000	\$10	\$1 1/2	\$14.
Philippine Co., Limited	75,000	\$10	\$10	\$8.
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$105 1/2, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	\$100	\$20.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$9 1/2, buyers
Longhai Steamship Co., Limited	20,000	\$50	all	\$15.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$29 1/2, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$67, sol. / L'don
Shanghai and Canton S.S. Co., Ltd.	60,000 def.	\$5	all	\$67, sol. / L'don
Star Ferry Company, Limited	2,000,000	\$1	\$1	\$13.
South China Morning Post, Limited	10,000	\$10	\$10	\$22 1/2, buyers
Steam Laundry Company, Limited	10,000	\$10	\$5	\$11, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sales
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$7, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$10, sellers
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$300.
RUBBER.—				
Para Rubber in London				6/1 per lb. sellers
Loans.				
Chinese Imperial 1896	Amount.	Value.	Interest.	Quotation.
	Tls. 767,200	Tls. 250	7 1/2 p. annum.	Par.
			VERNON & SMYTH, Share-Brokers.	

TO-DAY

11.30 A.M.—Extraordinary General Meeting of A. S. Watson & Co., Ltd., at Hongkong Hotel.

TO-MORROW

Noon—Extraordinary General Meeting of the Hongkong Fire Insurance Co., Ltd.

FORTHCOMING EVENTS.

Thursday, 6th April—Bandmann Opera Co. at Theatre Royal—"The Balkan Princess," 9 P.M.
Wednesday, 26th April—Thirty-Eighth Ordinary Yearly Meeting of Union Insurance Society at Canton, Ltd., Noon.
Wednesday, 26th April—Forty-fifth Ordinary Yearly Meeting of China Traders' Insurance Co., Ltd., 12.30 P.M.
Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE

AT HONGKONG

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS—GOLD LEAF, BAR SILVER (From 1900), and other Useful Information. PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

THE CIGARETTES OF DISTINCTION

Bouton Rouge
and **Felucca**



A LUXURY TO
THE MAN
OF TASTE

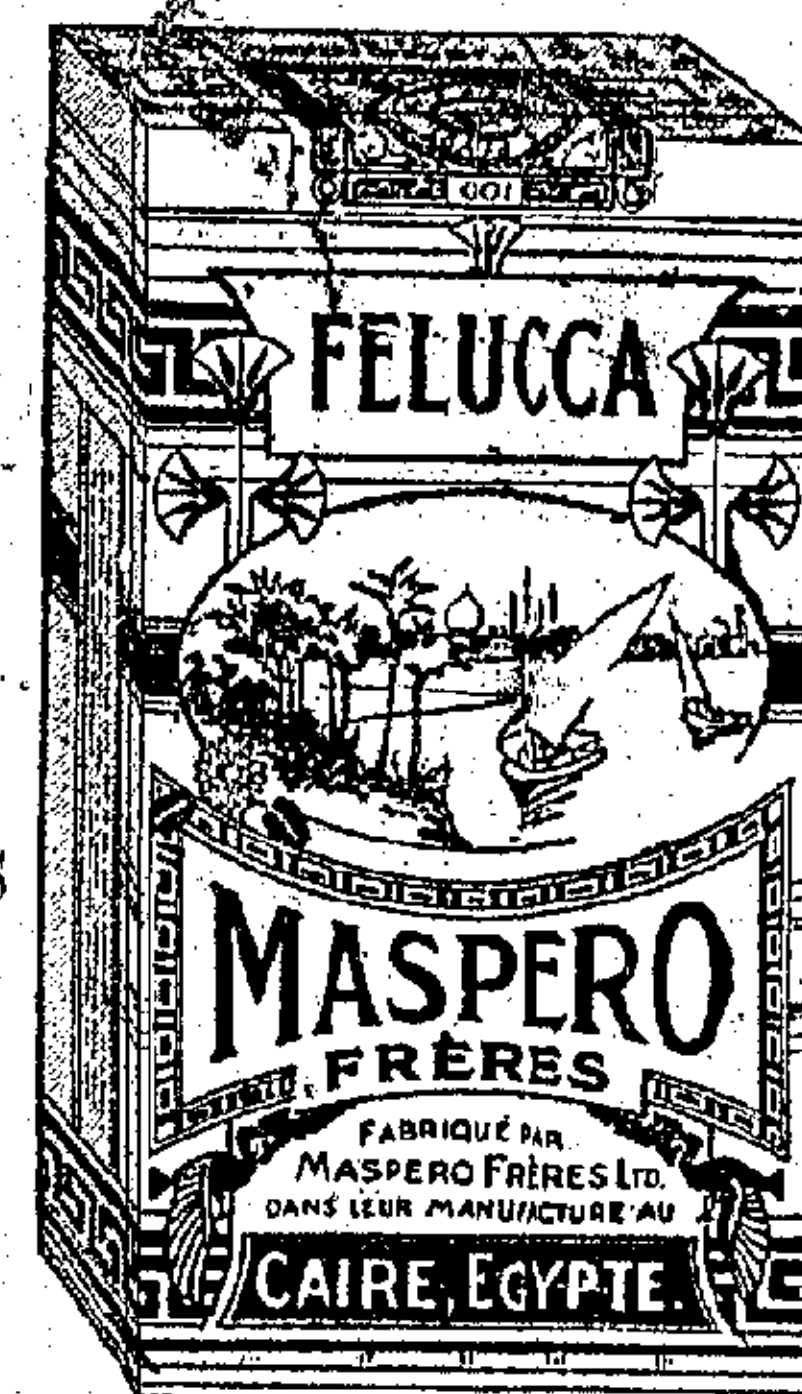
IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



Another Famous Product of the above Company is its

STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

PRICE:

20 Cents Per Tin.
\$2.30 ... Per Doz. Tins.
\$9.00 ... Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & Co.
KWAN TEE, Queen's Road Central.
CHEONG TEE, Queen's Road Central.
MAN YUEN, Queen's Road East.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Caine Road.



BENEDICTINE, D.O.M. \$50.75 for 1 doz. Qts.

BRANDY ★ ★ ★ ★ \$32.25

" " " " \$29.50

" " " " \$26.25

" " " " \$21.00

WHISKY, PAL MALL \$27.25

WHISKY, JOHNNIE WALKER'S \$19.50

OLD HIGHLAND, WHITE LABEL \$25.75

WHISKY, DO. SPECIAL, RED \$17.50

WHISKY, C. P. & CO'S "SPECIAL" \$26.00

PORT WINE, INVALIDS \$19.25

PORT WINE, DOURO \$22.00

SHERRY, LA TORRE \$26.00

SHERRY, AMORESO

SIEMSEN & CO.,
HONGKONG AGENTS.

OPIUM.

March 31st.

Quotations are:

Malwa New	\$2,300/2,350 per pie.
Malwa Old	\$2,360/2,370
Malwa Older	\$2,380/2,400
Malwa V. Old	\$2,410/2,450
Persian fine quality	\$1,200
Persian extra fine	\$2,025
Pasna New	\$2,400 per chest.
Pasna Old	
Bombay New	\$2,325
Bombay Old	

STEAMERS PASSED THE CANAL.

Mar. 3rd—Andravelle, Saclun, 7th—Memnon, Suevia, 10th—Agamemnon, Menuthashire, 14th—Bismarck, Caledonia, 15th—Dora, Castle, 16th—Bismarck, 17th—Bismarck, 18th—Bismarck, 19th—Bismarck, 20th—Bismarck, 21st—Bismarck, 22nd—Bismarck, 23rd—Bismarck, 24th—Bismarck, 25th—Bismarck, 26